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Tuesday, March 3, 1959
Phalguna 12, 1880 (Saka)

LOK SABHA DEBATES

Seventh Session
(Second Lok Sabha)

LOK SABHA SECRETARIAT

New Delhi

CONTENTS

[SECOND SERIES, VOL. XXVI FEBRUARY 23 TO MARCH 5, 1959/PHALGUNA 4 TO 14, 1880 (SAKA)]

No. 11. *Monday, February* 23, 1959/*Phalguna* 4, 1880 (*Saka*).

COLUMNS

Oral Answers to Questions—

Starred Questions Nos. 519, 520, 547, 521 to 526, 528, 529, 531, 532, 534, 535 and 537 . . . . . 2315—51

Short Notice Question No. 3 . . . . . 2351—55

Written Answers to Questions—

Starred Questions Nos. 527, 530, 533, 536, 538 to 541, 543 to 546, 548 to 568 . 2356—73

Unstarred Questions Nos. 666 to 691 and 693 to 734 . . . . . 2373—2423

Death of Shri Vadlapatla Gangaraju 2423

Motion for Adjournment—

Firing by Pakistan Troops . . . . . 2423—27

Papers laid on the Table 2427

Message from the President 2427-28

Message from Rajya Sabha 2428

Cinematograph (Amendment) Bill—

Laid on the Table as returned by Rajya Sabha with amendments . . 2429

Estimates Committee—

Thirty-fourth Report 2429

Calling Attention to Matter of Urgent Public Importance—

Small lay-off of workers at Indian Standard Wagon Co. 2429-30

Correction of Answers to Starred Question No. 4 2430

Bills introduced—

1. State Bank of India (Amendment) Bill 2430-31

2. Banking Companies (Amendment) Bill 2431

Workmen's Compensation (Amendment) Bill—

Clauses 2 to 20 and 1 . . . . . 2431—40

Motion to pass, as amended . . . . . 2440—46

Demands for Supplementary Grants (General) for 1958-59 . . . . 2446—2532

Indian Income-Tax (Amendment) Bill—

Motion to consider . . . . . 2532—54

Daily Digest . . . . . 2555—62

No. 12.—*Tuesday, February* 24, 1959/*Phalguna* 5, 1880 (*Saka*).

Oral Answers to Questions—

Starred Questions Nos. 569 to 575, 577, 581, 583, 585, 586, 588, 589 and 593 2563—2600

Written Answers to Questions—

Starred Questions Nos. 576, 578 to 580, 582, 584, 587, 590 to 592 and 594 to 621 . . . . . 2600—22

Unstarred Questions Nos. 735 to 797 and 799 to 841 . . . . . 2622—8 9

COLUMNS

Re. Motion for Adjournment 2690-91
Papers laid on the Table 2691
Appropriation Bill, 1959—Introduced 2691
Committee of Privileges—
Eighth Report . . . . . 2692—2715
Indian Income-Tax (Amendment) Bill—
Motion to consider . . . . . 2715—50
Clauses 2 to 5 and 1 . . . . . 2738—50
Motion to pass . . . . . 2750—51
Parliament (Prevention of Disqualification) Bill—
Motion to consider Rajya Sabha Amendments . . . . . 2751—2822
Amendments made by Rajya Sabha agreed to 2823
Daily Digest . . . . . 2825—30

No. 13.—*Wednesday, February* 25, 1959/*Phalguna* 6, 1880 (*Saka*).

Oral Answers to Questions—
Starred Questions Nos. 622 to 630 and 632 to 634 . . . . . 2831—70
Short Notice Question No. 4 . . . . . 2871—74
Written Answers to Questions—
Starred Questions Nos. 631 and 635 to 662 . . . . . 2875—92
Unstarred Questions Nos. 842 to 934 . . . . . 2892—2943
Papers laid on the Table . . . . . 2943—45
Committee on Private Members' Bills and Resolutions—
Thirty-fifth Report 2945
Correction of Answer to Starred Question No. 947 2945-46
Appropriation Bill—Passed 2946-47
Railway Budget—General Discussion . . . . . 2947—3070
Daily Digest . . . . . 3071—78

No. 14.—*Thursday, February* 26, 1959/*Phalguna* 7, 1880 (*Saka*).
Oral Answers to Questions—
Starred Questions Nos. 663 to 670, 672 and 674 to 678 . . . . 3079—3116
Written Answers to Questions—
Starred Questions Nos. 671, 673 and 679 to 721 . . . . . 3116—50
Unstarred Questions Nos. 935 to 948 and 950 to 1031 . . . . 3151—3208
Re. Motion for Adjournment . . . . . 3208—12
Papers laid on the Table 3212-13
Calling Attention to Matter of Urgent Public Importance—
Alleged refusal by State Trading Corporation to supply caustic soda to certain association 3213-14
Railway Budget—General Discussion . . . . . 3214—3338
Daily Digest . . . . . 3339—44

No. 15.—*Friday, February* 27, 1959/*Phalguna* 8, 1880 (*Saka*).

Oral Answers to Questions—
Starred Questions Nos. 722 to 725, 727, 729 to 734, 737, 738, 740, 743, 744, 747 and 751 . . . . . 3345—81
Written Answers to Questions—
Starred Questions Nos. 726, 728, 735, 736, 739, 741, 742, 745, 748 to 750, 752 and 754 to 762 . . . . . 3381—92
Unstarred Questions Nos. 1032 to 1110, 1112 and 1113 . . . . 3392—3445

COLUMNS

Papers laid on the Table 3445-46
Opinions on Bill 3446
Calling Attention to Matter of Urgent Public Importance—
Reported statement by Minister of Irrigation, Bihar, re: Gandak Project . . 3447—49
Message from Rajya Sabha 3446
Cost and Works Accountants Bill—
Laid on the Table as passed by Rajya Sabha 3446
Estimates Committee—
Thirty-fifth Report 3447
Committee on Absence of Members from the Sittings of the House—
Twelfth Report 3447
Business of the House 3449-50
Railway Budget—General Discussion . . . . . 3450—3512
Committee on Private Members' Bills and Resolutions—
Thirty-fifth Report 3513
Resolution re: Interim Relief to Central Government Employees—Negatived . 3513—71
Resolution re: Policy of Licensing New Industrial Units . . . . . 3571—76
Daily Digest . . . . . 3577—84

No. 16.—*Saturday, February* 28, 1959/*Phalguna* 9, 1880 (*Saka*).

Presentation of General Budget, 1959-60 . . . . . 3585—3620
Finance Bill—Introduced 3621-22
Daily Digest 3623-24

No. 17.—*Monday, March* 2, 1959/*Phalguna* 11, 1880 (*Saka*).

Oral Answers to Questions—
Starred Questions Nos. 763 to 767, 769, 771 to 773, 775 and 776 . . 3625—63
Short Notice Question No. 5 3664-65

Written Answers to Questions—
Starred Questions Nos. 768, 774, 777 to 792, 794 to 796 and 798 to 820 . 3665—88
Unstarred Questions Nos. 1114 to 1191 . . . . . 3688—3729
Re: Motions for Adjournment . . . . . 3729—34
Leave of Absence 3734-35
Procedure re: Discussion on General Budget . . . . . 3735—37
Railway Budget—General Discussion . . . . . 3737—3858
Daily Digest . . . . . 3859—64

No. 18.—*Tuesday, March* 3, 1959/*Phalguna* 12, 1880 (*Saka*).

Oral Answers to Questions—
Starred Questions Nos. 821 to 823, 825 to 828, 830, 831, 833, 835, 837 and 840 to 843 . . . . . 3865—3905

Written Answers to Questions—
Starred Questions Nos. 824, 829, 832, 834, 836, 838, 839, 844 to 847, 849 to 861 and 863 to 871 . . . . . 3905—27
Unstarred Questions Nos. 1192 to 1201, 1203 to 1250 and 1252 . . . 3928—63
Re: Motion for Adjournment 3963-64
Calling Attention to Matter of Urgent Public Importance—
Indo-Pakistan talks held at Karachi . . . . . 3964—66

	COLUMNS
Cinematograph (Amendment) Bill—	
Amendments made by Rajya Sabha agreed to	3966-67
Railway Budget—General Discussion	3967—4013
Demands for Grants—Railways, 1959-60	4013—4116
Daily Digest	4117—22
No. 19.—*Wednesday, March* 4, 1959/*Phalguna* 13, 1880 (*Saka*).	
Oral Answers to Questions—	
Starred Questions Nos. 873, 876, 880, 884, 886, 887, 891, 893, 921, 894, 895, 901, 903, 904, 906, 908 and 910	4123—59
Short Notice Questions Nos. 6 to 8	4160—69
Written Answers to Questions—	
Starred Questions Nos. 872, 874, 875, 877 to 879, 881 to 883, 885, 888 to 890, 892, 896 to 900, 905, 907, 909, 911 to 920 and 922 to 924	4170—38
Unstarred Questions Nos. 1253 to 1373 and 1375 to 1387	4188—4265
Correction of reply to U.S.Q. No. 1706 of 17-12-58	4266-67
Re: Motion for Adjournment	426
Paper laid on the Table	426
Message from Rajya Sabha	4268
Estimates Committee—	
Thirty-third Report	4268
Committee on Private Members' Bills and Resolutions—	
Thirty-sixth Report	4268
State Bank of India (Subsidiary Banks) Bill—Introduced	4269
Demands for Grants—Railways, 1959-60	4269—4398
Daily Digest	4399—4405
No. 20.—*Thursday, March* 5, 1959/*Phalguna* 14, 1880 (*Saka*).	
Oral Answers to Questions—	
Starred Questions Nos. 925 to 929, 932 to 935, 937 to 939 and 942	4407—42
Short Notice Question No. 9	4442—44
Written Answers to Questions—	
Starred Questions Nos. 930, 931, 936, 940, 941, 943 to 957 and 959 to 963	4444 56
Unstarred Questions Nos. 1388 to 1481	4456—4509
Re: Motion for Adjournment—	
Suspension of workers of Dock Labour Board, Calcutta	4509—13
Papers laid on the Table	4513
Message from Rajya Sabha	4513-14
Railway Budget—Demands for Grants, 1959-60	4514—4656
Business Advisory Committee—	
Thirty-sixth Report	4689
Motion re:Agreement for manufacture of Streptomycin & Dihydrostreptomycin	4667—4722
Daily Digest	4723—28

N.B.—The sign + marked above a name of a member on Questions, which were orally answered, indicates, that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Tuesday, March 3, 1959/Phalguna 12, 1880 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Raw Film Factory

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*821. { Shri S. C. Samanta:
Shri Rajendra Singh:
Shri Subodh Hansda:
Shri R C. Majhi:
Shri Ram Krishan Gupta:
Shri S. M. Banerjee:
Shri Tangamani:
Shri A. K. Gopalan:
Shri Shree Narayan Das:
Shrimati Parvathi Krishnan:
Shri Ajit Singh Sarhadi:
Shri D. C. Sharma:
Sardar A S. Saigal:
Shri Damani:
Shri Pangarkar:
Shri Kodiyan:
Shrimati Ila Palchoudhuri:
Shri Nanjappa: }

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 129 on the 20th November, 1958 and state:

(a) whether the negotiations for securing collaboration of the East German Firm for setting up a raw film factory in India, have been finalised;

(b) if so, the main features of the project to be undertaken; and

(c) the progress made so far in setting up the raw film factory?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir.

(b) and (c). Do not arise.

Shri S. C. Samanta: May I know whether there was an offer from West Germany at a much lesser cost; if so, why was that not taken up?

Shri Manubhai Shah: It was not quite a similar offer A smaller project has recently come from a West German firm, but because we had carried on detailed negotiations with the East German Government, we just did not want to proceed with another project till we got a final reply from the East German Government It is true the East German Government has taken far too long a time on this matter, and therefore we have recently reminded them, and they have assured us that very soon a reply will be given.

Shri S. C. Samanta: Is it not a fact that the former plant would cost Rs. 4 crores and this plant will cost Rs. 8 crores?

Shri Manubhai Shah: These are not two comparable projects. The project which the Government is negotiating with the East German Government is of a very wide nature covering all the requirements of raw film in the country both for the cinematographic industry as well as the photographic and X-ray industries.

Shri D. C. Sharma: What are the factors that are hindering the finalisation of this project with the East German Government, and what is being done to overcome those obstacles?

Shri Manubhai Shah: That is what I mentioned. The East German Government had to draw up their next Five Year Plan, and they wanted to

see how far they could accommodate this project in that We are expecting their reply very soon

Shri Ram Krishan Gupta: May I know the nature of the assistance offered by the East German firm?

Shri Manubhai Shah: The nature of assistance which we usually seek from foreign collaborators is provision of the necessary credit for the entire equipment to be imported and also the technical know-how

Shri Tangamani: These negotiations were carried on between the East German experts and our Government so that the raw film factory could start in Ootacamund May I know whether negotiations have started with the State Government about the location etc?

Shri Manubhai Shah: All those matters are already over The place has been selected, we have taken the test of the raw film being properly preserved at the site Really now the basic question is of the credit and the technical know-how

Shrimati Parvathi Krishnan: May I know whether one of the reasons for the delay in coming to an agreement is that there is doubt as to whether this factory is going to be in the public or in the private sector? So, is it a firm decision of the Government to have it in the public sector?

Shri Manubhai Shah: It is the firm decision of the Government to have it in the public sector

Shri Tangamani: In view of the fact that there has been a repeated demand that more raw film should be imported, may I know whether the Government will take a firm decision about completing this raw film factory before the end of this Plan?

Shri Manubhai Shah: This hardly arises out of the question It is always our endeavour to see that this factory is established as early as possible. Regarding the import of raw films, even if the preliminaries are finalised, actual production in this factory will take at least four years to come about. So, the import of raw film is not directly linked with the establishment of this factory

Shri Nath Pai: Has Government reached any decision with regard to the sales of the films that will be produced at this factory, whether they will be under the State or in private hands?

Shri Manubhai Shah: It is too early to say Firstly, the East German Government, as I have already said, has taken an unconscionably long time on this matter The sales and the distribution can be decided when this factory gets into production It is too early today to say anything on that matter

Shri T. B Vittal Rao: Is it not a fact that the hon Minister for Commerce and Industry in one of his speeches recently at Bangalore stated that there will be a possibility of locating another film factory there

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): There should be possibilities of setting up other plants in the country because our demands are going up, but at present we cannot think in terms of other factories We have first to set up the first factory

Productivity Team

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*822. **Shri S C. Samanta:**
Shri Subodh Hansda:
Shri R C Majhi:
Shri Thanulingam Nadar:
Shri Ram Krishan Gupta:

Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that an eight-man productivity team went to Western countries and America in the month of September, 1958;

(b) if so, the names of the countries visited by the team;

(c) the object of their visit; and

(d) whether they have submitted any report to Government?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir. Actually, it was a nine-member Productivity Team.

(b) West Germany, U K and U.S.A.

(c) The terms of reference of this Team are given below:

> "To make a general study of the processes and techniques in the fields of scientific management, human relations, methods analysis, wage and bonus incentives, plant layout and maintenance, materials handling, and product design etc, which are conducive to the increase of productivity in the large scale, medium and small scale industries; and to recommend ways and means for propagation and incorporation of these processes and techniques in Indian industries for increasing productivity".

(d) Not yet It is expected shortly.

Shri S C Samanta: Is it not a fact that an ILO productivity team came to India, and stayed here for some years? May I know whether their recommendations and the recommendations of this productivity team tally?

Shri Manubhai Shah: It was as a result of not only the ILO team but several productivity experts who came to our country that the Nationsl Productivity Council was established. The recommendation of those people was really basically to start this movement in the country, whereas this team was only to look after a particular part of the productivity enterprise.

Shri Khimji: May I know whether Government are contemplating sending another productivity team to these countries; if so, what will be the qualifications of the personnel?

Shri Manubhai Shah: As I have had the privilege to inform the hon. House several times, various countries have greatly benefited by the national productivity movement, and Japan last year sent out about 100 to 180 teams throughout the world to learn the art of productivity in different sectors of national economy. Similarly, we are also endeavouring here, and we are fortunate to have the collaboration, both financial and technical, from different countries in the world, to send out seven teams this year The people properly qualified for this will be selected by the National Productivity Council.

Shri Tangamani: May I know whether in this productivity team the representatives of labour were also included, and if so, whether representatives from all the four central trade union organisations were invited and were also included?

Shri Manubhai Shah: As the hon. House is aware, and as I had mentioned last time also, the selection teams of the National Productivity Council comprise representatives of labour, employers and the Government, and it is usually endeavoured to see that in every team representatives of labour selected by these committees are appointed and sent out

Shri Tangamani: He is not answering my question.

Shrimati Parvathi Krishnan: Apart from these productivity teams that are being sent abroad, may I know whether the Productivity Council is considering sending teams within the country to study the problems of productivity in our country?

Shri Manubhai Shah: Precisely so. The productivity programme really starts at home This is only a small portion of sending delegations outside. The National Productivity Council has divided the country into five zones, and zonal cells have already been appointed, and experts

are working within India to examine and X-ray the position of different industrial units to see how the level of productivity can be raised.

Shri Ram Krishan Gupta: May I know whether the view of the trade union congresses, or labour representatives, will also be taken before taking a final decision?

Shri Manubhai Shah: That is what I have mentioned. In the council itself, the representatives of labour and the representatives of the employers are equal in number and the rest are Government representatives and technical experts and others.

Surgical Instruments and Appliances

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*823. **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri S M Banerjee:
Shri Tangamani:
Shri A K. Gopalan:
Sardar Iqbal Singh:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No 372 on the 29th November, 1958 and state:

(a) whether the recommendations made by the panel for surgical instruments and appliances, have been examined; and

(b) if so, the steps proposed to be taken to implement them?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The recommendations of the Panel were received by the Ministry towards the end of the last year. Most of the recommendations have been accepted and are being implemented. New schemes for establishment of indigenous manufacture of surgical instruments and appliances will be encouraged and the existing units are also being allowed to modernise and expand. Some of the items will also be undertaken in the National Instrument Factory, Calcutta. Under the collaboration with the Soviet Union, a full-fledged unit for the manufacture of medical appliances and surgical instruments has already been approved. It will cater for a very large requirement for these instruments required in the country.

Shri S. C. Samanta: In the previous question on the subject, I had referred to the fact that there are some indigenous artisans who are manufacturing surgical instruments which are preferred by surgeons in Calcutta hospitals and other places. May I know what sort of encouragement will be given to them over and above encouraging the established institutions?

Shri Manubhai Shah: As a matter of fact this industry has so much expanded in the small-scale industries sector that many types of instruments, medical appliances and surgical apparatus are now being manufactured in the country As the House is aware, every type of encouragement by way of loan assistance, extension centres, technical guidance and advice are being afforded to these small units

Shri S C. Samanta: May I know when this full-fledged unit with the collaboration of the Soviet Union will be established?

Shri Manubhai Shah: The location has not yet been decided, but as the House is aware, one of the five projects to be established with Soviet collaboration is to manufacture on a large scale medical appliances and surgical instruments.

Shri S M. Banerjee: May I know whether we have reached a state of self-sufficiency in the matter of surgical instruments, and if not....

Shri Manubhai Shah: Far from it.

Shri S. M. Banerjee: We are exporting something?

Mr. Speaker: The hon. Member may continue his question. What did he say after 'if not'? I did not hear what followed after 'if not'.

Shri Tangamani: He said 'If not' why not?'.

Shri Manubhai Shah: Actually, we are far from self-sufficient, and that was why this panel was appointed, and their recommendations are being implemented. I have mentioned in the statement what steps Government are taking to reach national self-sufficiency in this very important item.

Shri Tangamani: A full-fledged unit for the manufacture of medical appliances and surgical instruments with the collaboration of the Soviet Union has been approved by Government. May I know the nature of the help which the Soviet Union is giving to this unit in terms of material and in terms of money?

Shri Manubhai Shah: There is no separate help; it is that same 80 million roubles loan, which is meant for the five projects, details of which I have placed before the House several times.

Shri Tangamani: What is the amount earmarked for this particular unit?

Shri Manubhai Shah: No separate amount is earmarked for this particular unit. It will be for the entire project; when the project reports come, we shall know the extent of the expenditure on each of the projects.

Violation of Cease-fire Line

*825. **Shri Ram Krishan Gupta:** Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No. 722 on the 8th December, 1958 and state:

(a) whether Government have since received any reply to the complaint on cease-fire violation lodged with the U.N. Military observers group; and

(b) if so, the nature of the reply received?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes, Sir.

The U.N. Chief Military Observer has given his findings in respect of five flights between 1245 and 1405 hours on November 21, 1958 against which we had lodged complaints with him.

(b) The Chief Military Observer has held that aircraft did fly over our area on all the occasions mentioned in our complaints, adding, however, that it had not been possible to fix the identity of the aircraft.

Shri Ram Krishan Gupta: In view of this finding of the U.N. observer, may I know whether UNO has given any warning to Pakistan?

Shrimati Lakshmi Menon: The usual procedure is to report to the U.N. observer. We do not send any direct warning.

Mr Speaker: Did the U.N. Observer send any warning?

Shrimati Lakshmi Menon: The Observer has sent a letter to us in reply to our note, in which he says:

> "If both your forces will frequently remind their formations concerned to keep well away from disputed areas and thus be certain that they do not cross over the Cease-fire line or Jammu and Kashmir border, a lessening of the number of complaints could be expected."

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Hon. Members will realise that when an aircraft is flying at about 30,000 feet altitude at six hundred to seven hundred miles an hour, it is very difficult to know exactly where it is—within a few miles, I mean. At 30,000 feet altitude, no frontier and no border is seen. And the speed is such that in a few seconds, it may go miles and miles this way or that way. So, normally, mistakes are liable to occur unless

a person keeps right away from the border. If one tries to fly too near the border, then without one's knowledge, one may go across. Sometimes, complaints are made about our aircraft. That is what the U.N. Observer has pointed out, that they came; they might have been accidental; and the best way is to keep right away from the border. That is the only remedy. Of course, if a kind of accident or so-called accident happens again and again, then one begins to think it is not an accident, that is, it may be deliberate. But it is quite extraordinarily difficult, in the normal case, to find out without a very big apparatus of inquiry as to how far an aircraft has come for a minute or so.

Shri Hem Barua: In view of what the Prime Minister has stated, may I know whether the U.N. Military Observer has definitely indicated to us that this mysterious flight was an accidental flight, and there was no deliberate intention of violating the cease-fire line?

Mr. Speaker: He said that it was difficult to know.

Shri Hem Barua: He said that it was difficult to identify the aircraft. That was what he said. That was how I followed the reply given by the hon. Deputy Minister. May I know whether the U.N. Military Observer has held that this was an accidental flight and that it was not intentional? May I know whether it is there in his communication or not?

Shri Jawaharlal Nehru: I have not got the exact words of the communication. But according to what my colleague has read out, a part of that communication was to the effect that they should not fly near the border, because accidents happen, accidents in the sense of going over. From that, one would infer that he thought that some of them at any rate were accidental;—he could not say about all—that is, that there was a possibility of accident.

Raja Mahendra Pratap: It has become a chronic disease. I want to know whether he has examined my plan of Aryan federation. That is the only medicine for this chronic disease. Has he examined my plan? Does he accept my prescription?

Mr. Speaker: That is a suggestion for action.

पंडित ह्रा० ना० तिवारी: क्या मैं जान सकता हूं कि यू० एन० ओ० का पत्र आने के बाद फिर भी कोई ऐसी घटना हुई है या नहीं ?

श्री जवाहरलाल नेहरू : मैं कह नहीं सकता बगैर जांच किये ।

श्री रघुनाथ सिंह : इस घटना के बाद जम्मू और काश्मीर में पाकिस्तान के हवाई जहाज पांच छ. बार उड़ते हुए देखे गये हैं । उसके सम्बन्ध में हिन्दुस्तान की सरकार ने क्या किया है ?

श्री जवाहरलाल नेहरू : जवाब तो इस घटना के बाद का ही दिया गया है, पहले का नहीं ।

श्री रघुनाथ सिंह . इस घटना के बाद लास्ट मंथ ।

(कोई उत्तर नहीं दिया गया)

Processing and Printing Machinery

*826. **Shri Rameshwar Tantia:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is scarcity of processing machinery and printing machinery in the cotton mills in India;

(b) whether some of them want to instal such machinery; and

(c) if so, the reaction of Government in the matter?

The Minister of Industry (Shri Manubhai Shah): (a) Availability of indigenous processing and printing machinery is not adequate.

(b) Yes, Sir.

(c) Installation of additional processing machinery is not prohibited while installation of printing machines is permited only if it is in replacement of existing old and worn-out machines. Applications for import licences for such machinery as are not indigenously manufactured are considered on their merits and on the availability of foreign exchange from time to time.

Shri Rameshwar Tantia: May I know whether Government are aware that cloth exported from India is re-exported from U.K. after being processed and printed? May I know the difficulties that stand in the way of giving licences to those mills that want to purchase the processing and printing machinery, so that we can earn more foreign exchange and also give more employment to labour?

Shri Manubhai Shah: There are two aspects to the question. It is true that some of the grey cloth which goes out from this country as export is reprocessed in the countries of import and both sold inside those countries and also re-exported to the other countries. But it is not always possible that those people will buy the finished cloth from us, because the quality of finish required is of a very high standard, but we are giving all encouragement for the expansion of the local processing industry, and, therefore, the indigenous manufacture of processing machinery as the House will be glad to know, has risen in the last two years from Rs. 39 lakhs to over a crore of rupee during 1958, and further steps are being taken to manufacture as much machinery indigenously as possible.

Shri Dasappa: May I know what percentage of the textiles imported in this grey cloth?

Shri Manubhai Shah: According to the present estimate, it is about 60 to 70 per cent.

Shri Rameshwar Tantia: May I know what will be the Government policy if there be indigenous machinery available for printing? Will they allow anything?

Shri Manubhai Shah: I have already mentioned in answer to part (c) that if indigenous machinery is available, there is no restriction on processing. But, of course, in printing, in order to protect the hand-printing industry, no indiscriminate expansion will be allowed in the machine printing.

Synthetic Rubber Plant

*827. **Shri Osman Ali Khan:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether a team of experts from U.S. has visited India in connection with the setting up of a synthetic rubber plant;

(b) if so, whether this team has been invited by the Government of India;

(c) whether the team has selected a suitable place for the setting up of the factory; and

(d) what is the decision of Government thereon?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). Yes, Sir. A team of experts from a leading U S. firm visited India recently, in connection with the setting up of a synthetic rubber plant, and undertook investigations.

(c) and (d). The report of the team is expected by March or April, 1959.

Shri Osman Ali Khan: May I know whether the team has had discussions with the Government and has indicated that the synthetic rubber plant with petroleum base is a much more economic proposition from the point of view of future expansion?

Shri Manubhai Shah: Last week I had the privilege of answering the hon. Member that there is no question of a second synthetic rubber plant based on any other base excepting

power alcohol and that too at Bareilly because, after careful investigation, Government came to the conclusion that the right place for the overall availability of power alcohol is Bareilly where we have the problem of the disposal of the surplus power alcohol in this country.

Shri Ramanathan Chettiar: May I know whether, by establishing this synthetic plant, our rubber production in the country will be seriously affected?

Shri Manubhai Shah: Not at all. On the contrary, our plans for the expansion of rubber replantations and new plantations is forging ahead But, because, as the hon. Member and the House is aware, replantation and production of yield of natural rubber takes a considerably long time, we have got to make our country self-sufficient in the requirement of rubber.

श्री रघुनाथ सिंह : रा रबर और सिन्थेटिक रबर की कीमत में क्या फर्क है ?

श्री मनुभाई शाह : अन्दाजा यह है कि कोई ज्यादा फर्क नही पडेगा—एक दो आना ज्यादा हो या कम हो ।

श्री भक्त दर्शन श्रीमन्, मै यह जानना चाहता हू कि अमरीकी विशेषज्ञो का जो दल यहा आया था, वह केवल बरेली की फैक्टरी के सम्बन्ध में आया था, या उस ने सारे देश मे घूम कर इस विषय मे कोई जाच की थी ।

श्री मनुभाई शाह : इस सम्बन्ध में भारत सरकार ने बडी जाच-पडताल की थी । इस मामले में सारे हिन्दुस्तान के नक्शे को देखा गया था कि कहा कहा पावर एलकोहल सरप्लस है । यह देखने के बाद पाया गया कि इस के लिए उत्तर प्रदेश ही सब से अच्छा स्थान है और उस में भी बरेली को चुना गया क्योकि वहां पर आस-पास डिस्टिलरीज होने के कारण वह पावर एलकोहल का केन्द्र है ।

Shri Warior: May I know whether this Report will be available for the Rubber Board for their consideration; and may I also know whether the Rubber Board has intimated to Government its reactions on synthetic rubber production?

Mr. Speaker: Have the views of the Rubber Board taken on this?

Shri Manubhai Shah: The question in this simple matter is this. Today our requirement has risen to about 50,000 tons of total rubber per year. Production of natural rubber comes to about 20 to 22 thousand tons; in another 10 years, with all efforts, it will not rise to more than 35,000 to 40,000 tons Therefore, in view of the great requirements of rubber—for various rubber industries and transport industries—we have got to make our country self-sufficient by the manufacture of synthetic rubber.

Shri Warior: Have they referred it to the Rubber Board?

Shri Manubhai Shah: The Government of India is in charge of the Rubber Board and we have always consulted that aspect with the experts in our country

Shri Bose: Has it been examined whether all the raw materials necessary for the synthetic rubber will be available in India or whether it will depend on foreign import?

Shri Manubhai Shah: The entire manufacture of synthetic rubber will be made from indigenous raw material, styrene from Rourkela and butadiene from power alcohol from Uttar Pradesh, roundabout Bareilly.

Mr. Speaker: Next question, Pandit Tiwary

Shri Tridib Kumar Chaudhuri: Sir, I am a sponsor of this question I put a question with regard to an incident which took place in Dhulian in Murshidabad district, just about 100 miles from this place I do not understand how this Nadia has come in It is question No 828

Some Hon. Members: We are in 827.

Mr. Speaker: 827 is over now. What is the hon. Member's complaint?

Shri Tridib Kumar Chaudhuri: My question is about 828. My complaint is that this incident which has been mentioned in the question took place in Nadiad. The question, notice of which I sent related to some incident taking place in the Murshidabad district just about 100 miles from this place.

Mr. Speaker: It is a mistake that there was some incident there also. They were clubbed together. The hon. Member may put that question also.

Pandit Tiwary.

Indians Kidnapped by Pakistanis

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*828. **Pandit D. N. Tiwary:**
Shri Tridib Kumar Chaudhuri:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that 21 Indian nationals were kidnapped and 3 boats loaded with jute captured by the Pakistani Military personnel from the border near Nadia (West Bengal) in the third week of November, 1958; and

(b) if so, whether they have since been released?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Between 14th and 18th November, 1958, Pakistani Military personnel trespassed into Indian territorial waters in River Padma near Nurpurkuti under P.S. Suti, District Murshidabad and kidnapped 21 Indian nationals along with 3 boats loaded with 350 bales of jute belonging to an Indian national.

(b) The Government of West Bengal have reported that according to their information these persons have been convicted and are now undergoing imprisonment in East Pakistan, presumably for alleged trespass into Pakistan territory.

Pandit D. N. Tiwary: May I know whether any enquiry has been made whether the three nationals actually trespassed into Pakistan waters? May I also know whether the jute confiscated is to be returned or not and what is the value of the jute?

Shrimati Lakshmi Menon: It is the Pakistani military personnel that trespassed into Indian waters.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Obviously, an attempt at an enquiry is made. But, it is very difficult to enquire when the persons chiefly concerned, the persons who have been arrested by the Pakistani people, are not available. The argument is—remember—as to what part of the river the boat was in. It is an exceedingly difficult thing, normally, to say whether it was on that side or on this side. According to our information, such as we can get, and it is not possible to be very comprehensive, they were in our territorial waters and the Pakistanis came to our territorial waters. But the Pakistanis say that the boats had gone to their side of the river; and they have got the main witnesses with them.

Shrimati Lakshmi Menon: With regard to the second part of the question, about the amount of jute goods taken, the answer is that 350 bales weighing 1,400 mds. and worth Rs. 36,000 were taken.

Shri Tridib Kumar Chaudhuri: This incident took place about 1½ months after the two Prime Ministers came to an agreement. May I know if there was any formal agreement or informal understanding that, as the main stream of the river Ganga is liable to change shifting sometimes more to the Pakistan side and sometimes more to the Indian side, that plying by country boats on these rivers would not be interfered with; and may I know if Government has taken advantage of that understanding to draw the attention of the Pakistan Government to prevent the recurrence of such incidents?

Shri Jawaharlal Nehru: It seems to me obvious that there should be full freedom of traffic in a river and it is quite absurd, as far as I can see, to say that the middle of the river is the boundary and if the boats go to the other side, they are committing some kind of trespass.

Shri Hem Barua: It is difficult to control the boat because of the currents.

Shri Jawaharlal Nehru: Sometimes you cannot help it; the currents take it way. I entirely agree with the hon. Member that there should be this understanding. We have said that so far as I remember. But, I do not remember that there was an understanding to that effect at the meeting of the Prime Ministers. I do not think this question, as such, was raised; but, on other occasions, it has been raised.

Shri Tridib Kumar Chaudhuri: May I know if any effort has been made, after the information was received that these people were convicted and are still in Pakistan jails, to obtain their release?

Shri Jawaharlal Nehru: Yes, Sir; they are still continued.

Raja Mahendra Pratap: What orders have our Government given at the front—to fire back or to do *satyagraha*?

Mr. Speaker: All these are suggestions. Once for all, he may note them down and hand over to me. I will pass them on to the hon. Prime Minister.

Shri A. C. Guha: May I know if the Government had taken up the matter with the Pakistan Government for the release of these men and also for the release of this jute and after the agreement how many persons kidnapped from the East-Bengal Indian border by the Pakistanis have been released?

Shri Jawaharlal Nehru: The answer to the first part is: yes. We have taken it up and we are continuously dealing with this matter. After the Prime Ministers' Conference there was an exchange or release of prisoners on either side. There was a good number, but at the moment I forget how many. On a certain specified date all were released. But subsequent to that release, others have been arrested in twos, threes and fours. Since the conference, according to my information, 61 Indian nationals were arrested as a result of the border incidents during the period 11th September, 1958 to date and are still in detention in East Pakistan—that is, when this answer was prepared. The Pakistan Government have been requested through our High Commissioner at Karachi to release these persons immediately in terms of para 4 of the joint communique issued after the recent Secretaries' Conference which said in that communique that this was a human problem and future cases of this type, if any, should be dealt with on the basis of expeditious release and, if possible, within 24 hours. There are a few—I cannot say the number, probably very few amounting to not more than six Pakistanis—at present detained by us for border troubles.

Shri Prabhat Kar: In view of the incidents of this kind occurring off and on and Pakistani military personnel crossing the border and kidnapping the Indian citizens, what permanent steps do the Government of India propose to take to stop the recurrence of these things in the border of India?

Shri Jawaharlal Nehru: So far as this particular question is concerned, we are here dealing with the water border which is shifting—not the land border.

Shri Hem Barua: In view of the reference made by the hon. Prime Minister to the recent Karachi talks, may I know whether it is a fact that not much headway could be made at the Secretaries' level conference in

Karachi because of the tension created by these firings across the border as also because of the climate being vitiated by the Pakistani Press?

Shri Jawaharlal Nehru: I submit that a statement is going to be read after Question Hour today about these talks and so I do not now want to say anything on this particular issue raised by the hon. Member. He has suggested that the talks did not meet with great success because of various factors. That is his appraisal of a situation which may be partly right and partly wrong, but it is difficult for me to deal with it in answer to a question.

Raja Mahendra Pratap: May I know whether the Government is prepared to accept my service? I go and I release these prisoners?

Shri Jawaharlal Nehru: The Government will be very happy to expedite the hon. Member's passage.

Shri Tridib Kumar Chaudhuri: May I know if the Government are aware that this interference with the country-boats plying in the river on this border has become very frequent after the Pakistan side came to be guarded by the East Pakistan Rifles whereas on our side we have still the old border police armed with lathis? May I know whether that factor has been taken into consideration and some effective method of providing protection to our nationals plying on the river can be devised or thought of?

Shri Jawaharlal Nehru: Certainly we will keep the hon. Member's suggestion in mind.

Metalliferrous Mines Regulations

*838. **Shri T. B. Vittal Rao:** Will the Minister of Labour and Employment be pleased to state:

(a) when the new Metalliferrous Mines Regulations under the Mines Act, 1952 will be promulgated;

(b) the reasons for the delay so far; and

(c) the steps taken for overcoming the same?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) to (c). The delay is largely due to the fact that the old Regulations needed considerable modifications and amplifications. A large number of comments have been received. These are being examined with a view to finalise the Regulations as early as possible.

Shri T. B. Vittal Rao: This Act was passed in 1952 and seven years have gone by and the prosecutions launched by the various Inspectors of Mines for violations of the Act have been declared null and void because these regulations have not yet been framed. In view of that, what steps are being taken to expedite them?

Shri L. N. Mishra: It is a fact that the old regulations are not working praperly and therefore modifications are being made. We hope that in about three months' time the new regulations will be promulgated.

Shri T. B. Vittal Rao: In the Industrial Committee meeting on Mines other than Coal held one year ago where representatives of labour as well as mine-owners were present these were discussed. Who is now delaying the matter?

Shri L. N. Mishra: It was discussed there and that committee made certain recommendations. After that we have been receiving various comments both from the labour unions and employers and other organisations and also the State Governments and now they are being complied. Out of 196 clauses, 176 have been done and very few clauses have been left. We hope that in about three months' time all the regulations will be ready for promulgation.

Shri T. B. Vittal Rao: May I know if this three months' time will be a firm period by which these regulations will be promulgated?

Shri L. N. Mishra: We hope so.

Closure of Mahalaxmi Cotton Mill, West Bengal

*831. **Shri Muhammed Elias:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Mahalaxmi Cotton Mill in West Bengal is going to be closed;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken in the matter?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) The mill is in liquidation and is being run by the Official Liquidator since 1955. No closure notice has been put up by the mill.

(b) The Mill Employees Union have represented that the mill may close down under strain of losses.

(c) The Government of West Bengal have stated that the matter is being examined by that Government

Shri Muhammed Elias: May I know whether it is one of the biggest cotton textile mills of West Bengal and due to corruption and bad management the mill has come to such a stage and the workers had to submit a memorandum to the Government of India to take over the mill themselves? May I know what are the steps taken by the Government to take over this mill and run it properly?

Shri Satish Chandra: Accordmg to our information, the mill is an uneconomic unit. It has had its difficulties for the last ten or eleven years and is under liquidation proceedings for last five years. It is being run by the official liquidator and has been showing losses during the last two or three years. The matter is under the consideration of the Government of West Bengal. It is a small mill and I would not say it is one of the good mills.

Meeting of ECAFE at Bangkok

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*833. **Shri Raghunath Singh:**
Shri D. C. Sharma:
Shri Wodeyar:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether a meeting of the U.N. Economic Commission for Asia and Far East on the promotion of trade was held at Bangkok in January, 1959;

(b) if so, whether India also participated in the meeting;

(c) the composition of the Indian Delegation;

(d) whether the Delegation has since submitted any report; and

(e) what is the outcome of the meeting in so far as Indian trade is concerned?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). Informal talks among the countries of South East Asia region including India were held at Bangkok between 8th and 19th January, 1959 under the auspices of the ECAFE.

(c)

(1) Shri S. K. Sinha, Joint Chief Controller of Imports and Exports.—Leader.

(2) Shri K. A Menon, Secretary, Southern India Chamber of Commerce, Madras.—Member.

(3) Shri S. R. Biswas, Secretary, Bengal National Chamber of Commerce and Industry.—Member.

(4) Shri B. R. Abhayankar, Second Secretary, (Commercial) Embassy of India, Djakarta, Indonesia—Member—Secretary.

(d) Yes, Sir.

(e) The meeting provided a forum for the exchange of views and information on the scope for further development of trade between India and the countries of the region.

श्री रघुनाथ सिंह : इसमें हिन्दुस्तान ने भाग लिया था । मैं जानना चाहता हूं कि हिन्दुस्तान के व्यापार की अभिवृद्धि के वास्ते क्या स्टेप लिये गये हैं साउथ ईस्ट एशिया के देशों में, जहां कि यह कान्फ्रेंस हुई थी ?

श्री सतीश चन्द्र : कान्फ्रेंस इसलिए हुई थी कि इस रीजन के सब लोग इकट्ठे हों और अलग अलग मिलकर आपस में बात करें । इसमें करीब पंद्रह देशों के लोग आये थे । हिन्दुस्तान के जो प्रतिनिधि इसमें गये उन्होंने और देशों के आदमियों से अलग अलग बैठ कर बात की और सोच विचार किया कि क्या हम उनसे खरीद सकते हैं और वे हम से क्या ले सकते हैं । इससे यह अंदाजा हुआ कि क्या क्या चीजें हम अपनी दूसरे देशों को दे सकते हैं और क्या क्या चीजें वहां से आ सकती हैं । लेकिन कोई लिखा-पढ़ी की कार्रवाई वहां नहीं हुई ।

श्री रघुनाथ सिंह : आपने कहा कि अलग अलग बात हुई । मैं जानना चाहता हूं कि हिन्दुस्तान से कौन कौन सी चीजें ज्यादा मात्रा में उन देशों को एक्सपोर्ट हो सकती हैं ?

श्री सतीश चन्द्र : हिन्दुस्तान के प्रतिनिधियों ने वहां बातचीत की और कहा कि बहुत सी चीजें जैसे इंजीनियरिंग गुड्स, कपड़ा आदि वे हम से ले सकते हैं बजाय इसके कि दूसरे मुल्कों से लें । यह भी बात हुई कि उसके एवज में हम उनसे क्या लें । ये एक्सप्लोरेटरी टाक्स थीं । इसमें कोई फैसले नहीं हुए ।

Shri D. C. Sharma: May I know if the after-care programme of this conference has been followed up, and what are the net results of this conference?

Shri Satish Chandra: As I said, Sir, the conference was of an exploratory nature. It was held last January and the report of our representatives has been received only a few days back It is under examination.

Code of Discipline

*835. **Shri Tangamani:** Will the Minister of Labour and Employment be pleased to state:

(a) whether Employers in tobacco industry have given consent to the acceptance of Code of Discipline;

(b) whether Government have received any representation from the All India Tobacco Employees Federation regarding the flouting of Code of Discipline by employers in tobacco industry; and

(c) the steps taken by Government in the matter?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) The major Employers in tobacco industry have accepted the Code of Discipline.

(b) Yes.

(c) The matter falls in the State sphere. The Bihar Government have been requested to explore the possibility of bringing about an out-of-court settlement.

Shri Tangamani: May I know whether the Government have received a representation from the All India Tobacco Employees Federation that their General Secretary has been dismissed which will constitute an unfair labour practice and thereby a breach in the Code of Discipline; and, if so, may I know what action Government have taken regarding that particular breach?

Shri L. N. Mishra: I have said that we have received a representation.

Shri Tangamani: I am asking about a specific thing, dismissal of an office bearer which constitutes an unfair labour practice and which will be a breach of the Code of Discipline.

Shri L. N. Mishra: About this particular case, Sir, one Shri Akhileswar Prasad has been dismissed by the Imperial Tobacco Company and we have received a representation about his case. The hon. Member must be aware that the Union took his case to a local labour court and the labour court gave its judgment. The employer has gone to the Supreme Court and there has been a stay order. In spite of all this the Ministry took some initiative and requested the State Government to get some out of court settlement made. Therefore, we have an our own taken some initiative, but we found that the gentleman concerned has been charged with some serious crimes like falsification of records. He was in charge of writing the leave register and it was found that he used to falsify the records etc.

Shri Tangamani: May I know whether it has come to the notice of Government that certain employers are only exhibiting the duties of employees and not the duties of employers as mentioned in the Code of Discipline?

Shri L. N Mishra: The attitude of the Government should be considered from an overall point of view and not on an individual basis We have tried to be sympathetic to the case of labour, but in this particular case

Mr Speaker: What the hon Member wants to know is whether only that portion of the Code of Discipline which relates to the employees is exhibited by the employers or, is it that the obligations on the part of the employers also are exhibited for reference?

Shri L. N. Mishra: Both.

Shri Tangamani: May I know whether it is true—what has appeared in the Press—that the Government will be soon convening the Indian Labour Conference and one of the main items in the agenda will be "how far this Code of Discipline has been received by employers and employees, and then to evolve a uniform future policy"?

Shri L. N. Mishra: The hon. Member may table a separate question.

Shri Tangamani: I would like to know ....

Mr Speaker: He wants notice.

Shrimati Renu Chakravartty: May I know the actual procedure that is being followed by Government on the references received by them every day regarding breaches of the Code of Discipline?

Shri L. N Mishra: As it has been agreed to in the Code itself.

Shri Tridib Kumar Chaudhuri: Has it come to the notice of Government that many employers, particularly big employers, are resorting to delaying litigation in the Supreme Court and other courts against the Code of Discipline and the understanding that they gave at the Labour Conference; if so, may I know what steps Government have taken to see that this is not done and the Code is followed in this regard at least?

Shri L. N Mishra: The primary objective of the Code is to stop such litigation, but so far as the breach of discipline is concerned, it has been shared equally by both the employers and the employees

Shri Tangamani: May I know whether it has come to the notice of Government that in the Chartered Bank, Madras, only that portion of the Code which deals with the obligation of employees alone is featured?

Shri L. N Mishra: I am not aware of it.

Mr. Speaker: The hon. Member may bring it to the notice of the hon. Minister, and he will take steps.

All India Handloom Board

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1937. { **Shri Ramam:**
Shri Nagi Reddy:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any proposals have been made by the All India Handloom Board for aiding weavers outside the cooperative fold;

(b) if so, the details of the proposals made and the decision taken by Government; and

(c) the action taken to implement the same?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Some proposals were received in 1957.

(b) and (c) After considering the suggestions of a Sub-Committee appointed by it to go into the question of giving aid from the Cess fund to handloom weavers outside the co-operative fold, the All India Handloom Board forwarded the following recommendations which had been accepted by the Standing Committee of the Board·

(1) A rebate of two annas may be allowed to established exporters on the value of cloth exported in excess of the exports in 1956.

(2) State Governments may assist weavers outside the cooperative fold to secure credit requirements through the State Bank of India, commercial banks and other financing agencies.

(3) Government sales depots may be allowed to buy cloth from weavers outside the co-operative fold for sale.

(4) Common service facilities may be made available to weavers outside the cooperative fold after the needs of weavers within the co-operative sector had been fully met.

(5) If and when arrangements are made for the supply of yarn, dyes, chemicals etc. at reasonable rates to weavers within the cooperative fold, such arrangements may be extended to weavers outside the cooperative fold, subject to the full needs of weavers within the co-operative fold being met in the first instance

These recommendations were considered and the following two alone were accepted by Government:

(1) that sales depots may purchase cloth for sale from weavers outside the co-operative fold; and

(2) that common service facilities may be made available to the weavers outside the co-operative fold after the needs of the weavers within the cooperative fold have been fully met.

These are subject to the condition that the cooperatives running these depots and centres agree to cater to the needs of weavers outside the cooperative fold on payment of a suitable commission The rebate scheme, however, does not apply to the sales by the depots of cloth purchased from outside the co-operative sector.

These decisions were communicated to the All India Handloom Board and all the State Governments.

Shri Tangamani: Several recommendations were made and one of the recommendations is that the rebate of two annas to those handlooms weavers who produce outside the co-operatives should be given if the quantity is in excess of what they have exported in 1956. May I know why Government did not think it proper to accept this recommendation?

Shri Satish Chandra: Government have not been able to accept this recommendation because they want to encourage formation of co-operative societies which make an ideal form of organisation for such decentralised industries. If weavers form societies they will be entitled to the benefit.

Shri Ramanathan Chettiar: What is the percentage of the handloom production under the co-operative sector and also under the non-co-operative sector?

The Minister of Industry (Shri Manubhai Shah): At different times different estimates have been made of the total number of working handlooms in the country varying from 2 million to 2½ million, and the House will be glad to know that as a result of the policy of Government during the last five years to encourage co-operatives about 60 to 70 per cent. of the working handlooms have come in the co-operative sector. The present number is about 11,97,000 handlooms in the co-operative sector up to 31st March, 1958, and I expect that another two lakhs to three lakhs may have been added during the current year.

Shri Thirumala Rao: Has the attention of Government been drawn to the fact that a large number of units which are outside the co-operative sector and producing large quantities of cloth also require protection of Government as an overall proposition of protecting the handloom industry?

Shri Manubhai Shah: It is obvious that if they come to the co-operative fold they will get it, because, after all, it is not very difficult for them – If the master weavers continue to remain outside the co-operative fold all that we can give them by way of help is what we have indicated here.

Shri Thirumala Rao: Is Government going to utilise its machinery as a part of its policy to coerce people who have got control over large units of handloom industry to come into the co-operative fold compulsorily?

Mr. Speaker: They want to encourage co-operative, whatever effect it may have.

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): I think this is the, if I may say so, noblest form of coercion. We are trying to develop co-operative societies and, as has just now been said, about 60—70 per cent. of working handlooms are in the co-operative sector. We hope that other weavers will try to join the co-operative societies. They can also form their own co-operative societies. Besides this, we are trying to help those weavers also who are not in the co-operative sector, but in a different way. We are giving them help in servicing and other matters, and recently certain proposals have been further made to me, and a deputation has also met me. We will consider whether we can do something further in their case.

श्री प० ला० बाल्दास : क्या मैं माननीय मंत्री जी से जान सकता हूं कि राजस्थान में ऐसी कितनी कोग्रापरेटिव सोसायटीज है जो हैंडलूम के क्षेत्र मे काम कर रही है ?

श्री मनुभाई शाह : राजस्थान के लिये तो मेरे पास ग्रलग से नम्बर नही है, लेकिन सारे हिन्दुस्तान मे ३१ मार्च, १९५८ तक ९६०४ थी ग्रौर इस साल इन के बढ़ कर १५०० से २००० ग्रौर सोसाइटीज होने की ग्राशा है ।

Shri Panigrahi: May I know the total amount of handloom cloth which now lies unsold in the co-operative sector?

Mr. Manubhai Shah: I have already indicated that out of 1700 million yards which is the national production during the last year from handlooms, over 40 to 50 per cent is from the co-operative societies.

Mr. Speaker: How much is unsold?

Shri Manubhai Shah: I am sorry, I did not follow the question. As far as unsold quantity is concerned, there

is no complaint now because recently we have taken several steps like increasing rebates, having special bids etc. There is no complaint of any major nature with us.

Shri Dasappa: May I know whether it is not a fact that in Madras State more than 66-2/3 per cent of the handlooms are not yet in the co-operative field and, particularly, there is an association which wants import licence for importing dyes which are now very difficult for them to obtain?

Shri Manubhai Shah: As far as the percentage in Madras is concerned, I have not got the figures ready with me now. As the hon. Member pointed out just now, we have an export promotion scheme which is also applicable to handlooms and we are working out in what manner even the non-co-operative sector of handloom weavers, who will help the Government to export more cloth, are and can be assured in the procurement of dyes chemicals etc

Shri Dasappa: Does not the term "non-co-operative handloom weavers" connote some kind of decentralization?

Shri Manubhai Shah: It can be said, 'out-side the co-operatives' if not 'non-co-operative'

Shri Sankarapandian: May I know whether the Government are aware of the fact that many of the weavers' co-operative societies claim rebate for bogus looms?

Shri Tangamani *rose—*

Mr. Speaker: I cannot allow the hon Member to put in supplementaries in every question. Next question.

Shri Tangamani: About the Textile Enquiry Committee....

Mr. Speaker: The hon. Member has got other opportunities. Whatever he wants to say may be said during the general discussion of the budget. Next question.

Swing Credit

*840. **Shri Jinachandran:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have established "Swing Credit" arrangements with any foreign country;

(b) if so, what are the terms of such arrangements and what are the goods covered by the arrangements; and

(c) whether any triangular trade deals have been effected with any country, and if so, the details thereof?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) to (c). A study of the mechanism of trade with the countries maintaining rupees accounts in India has revealed that purchases of Indian goods are sometimes held up due to temporary shortages of their rupee funds. Discussions have taken place with some of those countries with a view to find a solution to this difficulty. It will not be advisable to disclose the nature of these discussions

Shri Jinachandran: May I know whether this arrangement will offset the discrimination shown against India by some of the European Common Market countries?

Shri Satish Chandra: This question has nothing to do with the European Common Market. The question, in fact, relates to credit arrangements with the East European countries for trade on a bilateral basis. This matter has been discussed during the last year, and we are aware of each other's difficulties. Some formula is being devised to overcome such difficulties.

Shri Jinachandran: May I know whether it is extended to the Arab countries in the Middle East?

Shri Satish Chandra: There is no proposal at present to have a swing credit with those countries.

American Capital Investment

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*861. { Shrimati Renu Chakravartty: Shri Raghunath Singh:

Will the Minister of Commerce and Industry be pleased to state

(a) whether any talks have been held with Mr. Henry Kearns of U.S Department of Commerce regarding investment by private American capitalists in Indian industry,

(b) what are the specific industries where American capital is sought to be invested;

(c) how many such applications have been received; and

(d) the names of their Indian collaborators?

The Minister of Industry (Shri Manubhai Shah): (a) to (d). Mr Henry Kearns, Assistant Secretary, U.S. Department of Commerce, made a courtesy call on the Minister of Commerce and Industry on the 21st January, 1959 The discussions were of a general nature pertaining to matters of mutual interest to India and the U.S.A. like export of manganese ores to U.S.A. and other matters of trade and industrial development No specific proposals were discussed

Shrimati Renu Chakravartty: The statement shows that Mr. Henry Kearns visited India and there was no discussion on any specific proposal May I know whether Mr Henry Kearns came here to meet only private industrialists and had no discussion with Government, or whether he did come to have preliminary talks with the Government?

Shri Manubhai Shah: If the hon lady Member reads the statement, she will find that "the discussions were of a general nature pertaining to matters of mutual interest to India and the U.S.A. like export of manganese ores to U.S.A. and other matters of trade and industrial development". So, it will not be right to say that no discussion took place. Discussions did take place, but there were no specific proposals, or there were no proposals of a specific nature or things like that, in the discussions.

Shrimati Renu Chakravartty: Are we have been discussing for a long had taken place on the manganese ore related to the barter deals over which we have been discussing for a long time, and of getting food in exchange for manganese ore, which has been held up because of the low price which has been offered, or, are we to take it that the discussions were on other matters?

Shri Manubhai Shah: This was quite a different matter Because there was recession in the American economy and all over the world, our exports of manganese ore, as the House is aware, have fallen down. Therefore, we took the opportunity of bringing to the notice of Mr. Henry Kearns that something should be done at their level, while we are also making efforts at our level to increase the export of manganese ore to the United States and other countries

Shri Hem Barua: May I know whether it is a fact that Shri Gopala Menon, our Consul-General in New York, met some 45 top American businessmen in January and explained to them our tax structure and, if so, how far has it improved the mission of Mr Henry Kearns to India?

Shri Manubhai Shah: These are unrelated things, because every Trade Commissioner and Consul-General in different countries is stationed there in order to create a proper goodwill and climate. Therefore, it is true that Shri Gopala Menon might have met so many people But it has nothing to do with the occasional visits of foreign dignitaries to this country, when opportunities are taken to discuss problems of mutual advantage and benefit with them.

Shri Thirumala Rao: Is it customary for the Government of India to take advantage of the presence of foreign

dignitaries, either from trade or commerce or in Government, to contact them and discuss matters of mutual interest both in trade and public matters and, if so, has the Government of India in its Commerce Department contacted the Russian delegation which has recently come here and is still in this country, and had any opportunity of discussing the problems with it?

Shri Manubhai Shah: I would not say any formal discussions took place because this delegation is meant for a different type of work, but we individually have contacted the various members of the Soviet delegation In fact, I was pleased to meet them the other day at a dinner and discuss with some of them some of the projects in which they might possibly be able to take interest

Shri Ramanathan Chettiar: Has the attention of the Government been drawn to the statement recently made by Mr Averall Harriman in Madras to the effect that conditions are not such as to create a good climate for American private investment in India and, if so, what active steps Government are taking to improve the conditions in order to create the right type of climate for American private investment?

Shri Manubhai Shah This would not arise out of this question at all Every individual who comes here might have his own opinion and we do what we think best in our national interests

Shrimati Renu Chakravartty: The hon Minister said that there was a further discussion of matters of mutual interest May I know whether this was only relegated to realm of trade or whether the question of investment in particular industries was also discussed?

Shri Manubhai Shah: As I said, generally, both the things were discussed I have placed the statement already But no specific proposal, as the hon lady Member wanted to know in the main part of the question, was discussed

Shrimati Renu Chakravartty My point covers the general investment policy also I want to know whether it was discussed

Shri Manubhai Shah. No policy as such was discussed, but there were general indications as to how his country can come to the assistance of the others for mutual benefit

Trade Position with Iraq and Iran

*842. **Shri Pangarkar:** Will the Minister of **Commerce and Industry** be pleased to state

(a) the position of our trade with Iraq and Iran during 1958-59,

(b) whether it is on the increase or decrease, and

(c) the steps being taken to improve the position?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b)

Trade with Iraq

(Value in lakhs of Rs)

Year	Exports	Imports	Total trade	Balance of trade
1957-58	225	201	426	(+)24
1958-59 (April-Nov)	66	90	156	(—)24
Trade with Iran				
1957-58	629	5690	6319	(—)506
1958-59 (April-Nov)	396	1988	2384	(—)1592

NOTE — Statistics beyond November 1958 are not yet available

(c) The following are some of the steps taken to improve the position of our trade with Iraq & Iran:—

IRAQ:

(i) A Trade Agreement with Iraq has been signed on 29th December, 1958.

(ii) Special arrangements have been entered into with Iraq, as a result of which the present level of trade in respect of certain commodities is expected to increase.

(iii) A wholly Indian Exhibition is being organised in Baghdad in March, 1959.

(iv) It has been decided to set up a showroom in Baghdad.

(v) A delegation sponsored by Chemicals & Allied Products Export Promotion Council visited Iraq, in addition to some other countries, in 1958-59. A proposal is under consideration for sending a delegation consisting of representatives of Export Promotion Councils to visit Baghdad during the period of the Exhibition proposed to be organised there in March, 1959.

IRAN:

(i) A showroom was set up in Tehran in 1956 to provide visual commercial publicity to Indian exportable goods.

(ii) A Treaty of Commerce and Navigation has been concluded with Iran

(iii) A delegation sponsored by Chemicals and Allied Products Export Promotion Councils visited Iran, in addition to some other countries, in 1958-59.

(iv) During January 1959, a prominent journalist from Tehran was invited to visit the India 1958 Exhibition to see for himself the wide range of manufactured goods in respect of which Iran could meet her requirements from India.

Shri Pangarkar: May I know....

Mr. Speaker: Let the hon. Member stand and erect, put the question boldly,

Shri Pangarkar: May I know the extent to which....

Mr. Speaker: The hon. Members should talk loudly. We are not able to hear in the midst of all noise here. Let them put the questions boldly and courageously.

Shri Pangarkar: May I know the extent to which the trade of India with Iraq and Iran has decreased during 1958-59?

Shri Satish Chandra: There has been improvement in trade with Iran. As far as Iraq is concerned, there has been some decline, but the negotiations that have taken place recently are likely to lead to better results.

Shri Tangamani: In the statement we find that an Indian Exhibition is being organized in Baghdad, to come off in March, 1959, that is, this month. I would like to know whether the exhibition has started and, if so, how much money is being spent on that exhibition?

Shri Satish Chandra: The exhibition has not yet started. It has to be organized after two weeks or so in Baghdad. The expenditure is not likely to be much. I could not give the exact figure just now. It will be a wholly Indian Exhibition, and the products which we can export to Baghdad will be exhibited there.

Shri Hem Barua: The statement says that a Journalist was invited from Iran to see our India 1958 Exhibition. May I know whether he has submitted any report about the exhibition, or rather, published an article about the exhibition in his country, and whether the Government has any information about his reactions?

Shri Satish Chandra: We expect that he would try to do his best to give publicity about the capacity of India to supply several types of goods which Iran has been importing from

other countries. We do not know exactly what publicity he gave on his return.

Industrial Utilisation of Alcohol

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*843. { **Shri Kamal Singh.** / **Qazi Matin:**

Will the Minister of **Commerce and Industry** be pleased to state

(a) what steps Government are taking to shift the emphasis to the industrial utilization of alcohol from its use as a supplementary motor fuel,

(b) what industries are being set up to use alcohol, and

(c) whether it is a fact that Government are considering a proposal for exporting alcohol against imports of newsprint from countries like Norway and Sweden?

The Minister of Industry (Shri Manubhai Shah). (a) and (b) Government have encouraged the setting up of alcohol based industries to the extent to which development in that direction is possible A statement showing such industries which have been approved by Government is given below

STATEMENT

The following alcohol based industries have been approved by Government —

Industry	*No of units*
Acetic Acid	Five
Polythelene	Two
Butanol	Two
Acetone	Two

(c) No, Sir

WRITTEN ANSWERS TO QUESTIONS

Shri Mohammed Elias: Regarding Question No 870, we gave a short notice question about the accident in Saunda Colliery, the number of workers killed and injured, etc It was not accepted and it came as a starred question It may be answered

Mr. Speaker: No The answer will be printed

Mineral Advisory Board

*824. **Shri Vidya Charan Shukla:** Will the Minister of **Commerce and Industry** be pleased to state

(a) whether a decision has been taken on the matter of consulting the Mineral Advisory Board before taking any major decision of policy such as extending the scope of operations in the field of mineral export by the State Trading Corporation, and

(b) if so the nature of decision taken?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b) The policy for export of different minerals is announced at fixed intervals which are known to the trade and industry All recommendations made to Government before th policy is announced are carefully considered by Government

Import Licences to Silk Mills

*829 **Shri V P. Nayar:** Will the Minister of **Commerce and Industry** be pleased to state

(a) whether under Export Promotion Schemes, Silk Mills have been allowed import licences for Art Silk in the previous licensing period; and

(b) if so, the total value of imports thus allowed and exports so far made by the Mills?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Import licences for Art Silk Yarn have been issued to Mills producing Art Silk Fabrics for export, under the Export Promotion Scheme

(b) The information is being collected and will be laid on the Table of the House

Export of Hosiery Goods

*832 **Shri Ajit Singh Sarhadi:** Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No 228 on the 25th November, 1958 and state the steps taken to increase the export of Hosiery goods?

The Minister of Industry (Shri Manubhai Shah): 1 The Cotton Textile Export Promotion Council has been giving wise publicity for Indian Hosiery goods in overseas markets

2 Samples of Hosiery goods are displayed in all important fairs and exhibitions in foreign countries and in Departmental Stores

3 An *Ad-hoc* Committee has been set up at Calcutta to look into the problems connected with exports of Hosiery goods

4. Exporters of Art Silk Hosiery goods are granted licences for import of Art Silk Yarn to the extent of 100 per cent of the f o b value of such exports

5 Import Licences are granted to manufacturers and exporters to import raw materials against exports up to 75 per cent of the f o b value of exports

6 The National Small Industries Corporation (Private) Limited assists in supplying basic technical data, preparation of new designs, etc This corporation is also considering the question of supply of knitting needles for the hosiery industry

Trade Centres

*834. **Shri Morarka:** Will the Minister of **Commerce and Industry** be pleased to state

(a) whether it is a fact that a sum of about Rs 6,70,000 has been spent on a trade centre in a foreign country,

(b) if so, the name of the country, and

(c) the value of goods sold at this Centre (year-wise) during the last 3 financial years?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Yes, Sir

(b) Switzerland

(c) A statement is given below

Year	Port Franc Depot	Sales of Messrs. Arunas at the Showroom
	Rs	Rs
1955-56	48,324 31	1,42,705
1956-57	46,108 79	1,38,831
1957-58	45,005 43	1,73,292
1958-Jan 59	33,868 02	1,57,641
TOTAL	1,73,306 55†	6,12,469

†This includes sales worth Rs 1,61,044 made to Messrs Arunas from the Port Franc Depot

Facilities for Indian Nationals Abroad to learn Mother Tongue

*836 **Shri M. R. Krishna:** Will the **Prime Minister** be pleased to state

(a) the countries in which arrangements have not been made so far to help Indian Nationals to learn their mother tongue, and

(b) whether any request had been made by the Indians settled in Malaya to provide facilities for Telugu education?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan). (a) The Government so far have not been able to make any arrangements to teach Indian Nationals abroad their mother tongue except to a limited extent; facilities exist for teaching Hindi to our India-based staff in some of our Missions abroad In a few countries

the local Indians have organised their own schools to teach Hindi.

(b) Government of India received no such request directly from the Indians settled in Malaya. But the Andhra Pradesh Government referred to us certain representations received from the Andhras living in Malaya regarding provision of amenities for cultural development. The representation was examined and the State Government was apprised of the views of the Government of India

Powerlooms in Bombay State

*838. **Shri Jadhav:** Will the Minister of **Commerce and Industry** be pleased to state.

(a) whether it is a fact that there are more than 30,000 powerlooms which are running without necessary permits in Bombay State, and

(b) whether any inquiry is contemplated in the above matter?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) It has been reported that there are a number of powerlooms working in Bombay State without permits.

(b) A census of such powerlooms is proposed to be undertaken shortly

Egyptian Tea Delegation

*839. **Shrimati Mafida Ahmed:** Will the Minister of **Commerce and Industry** be pleased to state the outcome of the talk held with the Egyptian Tea Delegation during the last week of November, 1958?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): Five representatives of the General Interior Trading Co., Cairo, a Government-owned commercial organisation in Egypt visited India in November last for setting up their organisation in Calcutta to make direct purchases of tea from the auctions. They only had informal discussions with the Tea Board in this connection.

चाय के स्टाक

*८४४. { श्री खुशवक्त राय :
श्री अनिरुद्ध सिंह :

क्या वाणिज्य तथा उद्योग मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देहरादून (उत्तर प्रदेश) के चाय बागानों में उत्पादित ६ लाख पौंड चाय वहां के गोदामों में जमा पडी है;

(ख) यदि हां, तो इसके क्या कारण है; और

(ग) इसकी बिक्री के लिये क्या कदम उठाये गये है ?

वाणिज्य तथा उद्योग उपमंत्री (श्री सतीश चन्द्र) (क) से (ग) देहरादून के बागानो मे बिना बिक्री चाय का स्टाक जमा होने के बारे मे हाल मे ही ज। खबर निकली है, सरकार उसकी जाच कर रही है । जाच पूरी हो जाने पर सरकार आवश्यक कार्यवाही करेगी ।

Mill-made Cloth

*845. **Shri Bimal Ghose:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any representation has been received from the Madras Government for pegging the production of mill-made cloth;

(b) if so, at what figure; and

(c) the action taken or proposed to be taken by Government in the matter?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Yes, Sir

(b) 4,800 million yards

(c) The Madras Government, referring to an observation of the Textile Enquiry Committee that the allocation to the handloom sector which was to produce the entire additional

requirement for the Second Five Year Plan may have to be pruned down to reach only 2100 million yards against the original allocation of 2500 million yards, have stated that they do not agree with this recommendation of the Committee They have added that if any reduction of allocation has to be made it must be initially the mill sector that should accept a cut Accordingly they have suggested that the ceiling of 5300 million yards for the mill industry may be reduced to 92 per cent of its rated capacity

2 The Textile Enquiry Committee reviewed the rate of increase in production in the different sectors of the textile industry The mill sector had already been pegged down to existing capacity except for 300 million yards intended for export The additional requirement of cloth was to be produced entirely from the handloom and powerloom sectors The production in the handloom sector had increased only from 1480 million yards in 1955 to 1643 million yards in 1957, the progress in the powerloom sector was even slower On this basis the Committee came to the conclusion that the additional production to be ear-marked from the handloom sector should be pruned down to 2100 million yards

3 Government wish to make it clear that they do not intend to restrict the production from the handloom sector, if any, in excess of 2100 million yards or 2200 million yards, in their view, there is likely to be no need to impose any restriction by a system of regulation in the production of cloth, either mill-made or handloom These views were stated in the Government's resolution on the Report Presumably the Madras Government's suggestion is based on a misapprehension that a restriction on the handloom sector might be envisaged At the same time, and in accordance with their views stated in the resolution on the subject Government consider that there is no need to think of effecting a cut in the production of mill cloth which is already restricted to the rated capacity

Urdu and Bengali Films

*846 **Shri Shivananjappa:** Will the Minister of **Commerce and Industry** be pleased to state

(a) whether it is a fact that the exclusion of Urdu and Bengali films from the list of importable items against export bonus earnings in Pakistan has given the local film Industry an impression that the Pakistan Government is going to impose a total ban on the import of Indian films, and

(b) if so, what steps the Government of India have taken in this matter?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b) Government have no information

Block Advisory Boards

*847. **Shri N. B Maiti** Will the Minister of **Planning** be pleased to state

(a) the names of States which have given effect to the recommendation of the Mehta Committee's Report on replacement of the Block Advisory Boards in the States by Block Development Councils, and

(b) the measures taken by Government so that the remaining States, if any may give effect to the recommendations as quickly as possible?

The Deputy Minister of Planning (Shri S. N Mishra): (a) and (b) A statement is laid on the Table of the House [*See* Appendix III, annexure No 1]

Scheduled Caste Occupants of Evacuee Properties

*849. **Sardar Iqbal Singh:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to refer to the reply given to Starred Question No 680 on the 8th December, 1958 and state

(a) whether the information in regard to the size of the problem

regarding grant of facilities to Scheduled Caste occupants of evacuee properties has since been collected and examined; and

(b) if so, the decision taken thereon?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) The information has been collected and is being examined.

(b) A decision will be taken soon.

Pipe Manufacturing Plant

***850. Shrimati Ila Palchoudhuri:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the question of setting up a Pipe Manufacturing Plant in India is under the consideration of Government;

(b) if so, the broad details of the proposal; and

(c) the extent of progress made in regard thereto?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). The question of setting up a pipe manufacturing plant is under the consideration of the Government No final decision has yet been taken.

Relaying Stations at Vizianagaram and Kurnool

***851. Shri Madhusudan Rao:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether it is a fact that the establishment of two relaying stations, one at Vizianagaram and the other at Kurnool or Ananthapur, is under the consideration of the Government of India;

(b) if so, the stage at which the proposal is; and

(c) the probable date of its finalisation?

The Minister of Information and Broadcasting (Dr. Keskar): (a) No, Sir.

(b) and (c). Do not arise.

Shortage of Tyres and Spare-parts

***852. Shri Khadilkar:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government are aware of the acute shortage of tyres and spare-parts required by the Motor Transport Industry in India;

(b) what is the extent of this shortage of tyres and spare-parts, if any, in terms of the total requirements of the country;

(c) whether Government are aware that the goods transport industry especially the small private transport operators have been seriously affected by the shortage; and

(d) if so, what are the causes thereof?

The Minister of Industry (Shri Manubhai Shah): (a) to (d). There is some temporary shortage of tyres in some particular sizes of giant tyres This is mainly due to there being a heavy demand for this particular size, as a lorry fitted with this size (in place of 8·25-20 or 34x7) can carry heavier loads. Internal production of all types of tyres is also increasing rapidly.

Some complaints about shortage of spare-parts have been received consequent upon the restrictive import policy In the new import policy, it is proposed to liberalise these imports to some extent.

***Pashmina* Industry in Kashmir**

***853. Shri A. M Tariq:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the *pashmina* industry in Kashmir is facing a crisis;

(b) if so, whether any steps have been taken to safeguard the interests of the industry; and

(c) if so, what are they?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Government have no information to this effect

(b) and (c). Do not arise

Sindri Fertilizers and Chemicals (Private) Ltd.

*854. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri R. C. Majhi:
Shri Ansar Harvani:
Shri Daljit Singh:
Shri Kamal Singh:
Qazi Matin:
Shri Prabhat Kar:
Shri Aurobindo Ghosal:

Will the Minister of **Commerce and Industry** be pleased to state.

(a) whether the expansion scheme for the production of Urea and double salt at Sindri Fertilizers and Chemicals (Private) Ltd has been completed;

(b) if so, whether this project has been commissioned into operation; and

(c) what is the target of production of the project?

The Minister of Industry (Shri Manubhai Shah): (a) The erection of the various plants has been completed.

(b) The plants are under commissioning and trial runs are being made

(c) The plants have been designed for the production of 1,40,000 metric tons of Ammonium Sulphate nitrate and 24,500 metric tons of Urea per year

Industrial Disputes Act

*855. **Shri Ram Krishan Gupta:**
Shri Siddananjappa:

Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No. 850 on the 11th December, 1958 and state at what stage is the question of amendment of Industrial Disputes Act?

The Deputy Minister of Labour (Shri Abid Ali): The question of amendment of Industrial Disputes Act was considered by the Committee set up by the Standing Labour Committee for this purpose on the 16th-17th January, 1959, and the recommendations made by it are under examination

Indian Jute Mills Association

*856. **Shri Rameshwar Tantia:** Will the Minister of **Commerce and Industry** be pleased to state.

(a) whether any delegation sponsored by the Indian Jute Mills Association has gone to the U S A and Australia last year,

(b) how much foreign exchange was spent on the delegation; and

(c) whether Government are considering to send such delegations from other trades?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) A delegation visited Australia in 1958 No delegation was sponsored by the Indian Jute Mills Association to U S A

(b) Foreign exchange equivalent to Rs 19,920 was released to the delegation

(c) Such delegations are considered as and when occasion arises

Fountain Pens and Razor Blades

*857. **Pandit D N. Tiwary:** Will the Minister of **Commerce and Industry** be pleased to state

(a) whether any efforts have been made to assess the quality of fountain pens and razor blades produced in the country;

(b) whether Government are aware that the standard and quality of fountain pens and razor blades have somewhat deteriorated;

(e) whether any complaint has been received from the importing countries about the quality of these articles, and

(d) if so, the steps taken in the matter?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) No complaints have been received in regard to any deterioration in the quality of fountain pens and razor blades produced in the country On the other hand, the quality of razor blades appears to have improved considerably

(c) No, Sir

(d) Does not arise

Employees' Provident Fund Act, 1952

***858 Shri T. B. Vittal Rao:** Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No 553 on the 3rd December, 1958 and state:

(a) when the Employees' Provident Fund Act, 1952 will be enforced in the Mica Mines,

(b) what are the industries which employ more than 10,000 persons and where the Provident Fund Act, has not yet been enforced and

(c) when the same is likely to be enforced in those industries?

The Deputy Minister of Labour (Shri Abid Ali) (a) No fixed date can be indicated

(b) 1 Rice, flour, and *dal* mills
2 Cotton ginning and baling
3 Coir and Rope Works
4 Pottery, china and earthenware
5 Cashewnut industry
6 Banks
7 Insurance Companies
8 Transport
9 Hotels and Restaurants
10 General Trading Establishments
11 Tobacco industry
12 Wood and Cork industry
13 Oil-well operation, petroleum refineries, coke ovens etc

(c) The position in respect of each industry has to be examined carefully and no specific date regarding enforcement of the Employees' Provident Fund Act can be fixed at present

Iron Ore

***859 { Shri Vidya Charan Shukla: / Shri Sarju Pandey: / Shri Ajit Singh Sarhadi:**

Will the Minister of **Commerce and Industry** be pleased to state

(a) whether the consideration of the proposal from Italy to buy iron ore on long term basis from the west coast has since been finalised;

(b) if so, nature of decision taken; and

(c) if the matter is still under consideration, the extent of progress made?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) No, Sir

(b) Does not arise

(c) Discussions with some of the parties concerned are in progress

New Industrial Units

***860 Shri V. P. Nayar:** Will the Minister of **Commerce and Industry** be pleased to state the steps taken by Government since the publication of the report of the States Reorganisation Commission in the matter of locational distribution of new industrial units licensed under the Industries (Development and Regulation) Act?

The Minister of Industry (Shri Manubhai Shah) Considerable emphasis has been laid in both the First and Second Five Year Plans on special consideration being shown to relatively under-developed regions in the country in the matter of location of industries as part of the over-all development of these areas. The

Industrial Policy Resolution of the 30th April 1956 has further reiterated this view point. It has been Government's constant endeavour to implement this policy while sanctioning new industrial schemes under the Industries (Development and Regulation) Act, 1951. The requirements of various parts of the country are considered along with other relevant factors like the degree of essentiality and technical feasibility of these schemes and efforts are made to disperse industries on as wide a basis as possible subject to (i) the availability of raw materials, (ii) supply of water and power; (iii) transport facilities, and (iv) proximity to consuming markets.

It will, therefore, be evident that the desirability of developing industries on a regional basis was conceived as a matter of policy even before the suggestion of the States Reorganisation Commission and was being followed by the Planning Commission and the Government. The same policy continues.

Fertilizer Plant at Bhilai

*861. { **Shri Muhammed Elias:**
Shri Hem Raj:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government have taken any decision in regard to the establishment of a Fertilizer Plant at Bhilai; and

(b) if so, whether it will be undertaken during the Second Five Year Plan period?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). There is a bye-product plant at Bhilai which is an integral part of the steel works there which will produce 16,390 tons ammonium sulphate per year. Apart from this there is no proposal to put up a Fertiliser Plant in Bhilai.

Damages to Indian and Japanese Property during War

*862. { **Shrimati Ila Palchoudhuri:**
Shri Aurobindo Ghosal:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether payment of indemnities by the Japanese Government for damages done to Indian property in Japan during World War II has been completed;

(b) if so, the total amount received;

(c) whether any damages were caused to Japanese property also in this country during war period; and

(d) if so, the amount of indemnity which the Government of India have paid to the Government of Japan?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Yes, Sir.

(b) Rs. 36 lakhs.

(c) Yes, Sir.

(d) Rs 3,743

नेहरू-नून समझौता

*८६४. { श्री रघुनाथ सिंह
श्री रा० स० तिवारी :
श्री अजीत सिंह सरहदी :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वी पाकिस्तान से सम्बन्धित नेहरू-नून समझौते की कितनी धाराओं को अब तक कार्यान्वित किया जा चुका है; और

(ख) अभी कितनी धाराओं को कार्यरूप देना है ?

वैदेशिक-कार्य उपमंत्री (श्रीमती लक्ष्मी मेनन) : (क) और (ख). भारत और पाकिस्तान के प्रधान मंत्रियों के बीच सितम्बर १९५८ में जो करार हुआ था, उसके अन्तर्गत

पूर्व-पाकिस्तान से सम्बद्ध मामलों के बारे में स्थिति इस प्रकार है :—

(१) पाकिस्तान ने निम्नलिखित क्षेत्रों के बारे में विवादों को समाप्त करने की स्वीकृति दी, ये क्षेत्र भारत में ही रहे हैं

(क) हिल्ली

(ख) रेडक्लिफ रेखा से लगे हुए पुराने कच-बिहार राज्य के दो चिटलैंड

(ग) भोलागंज

(२) बागे अधिकरण (ट्रिब्यूनल) के निर्णय के अनुसार विवाद १ और २ में उल्लिखित जिन क्षेत्रो पर गलत तरीके से कब्जा था, उनका आदान-प्रदान १५ जनवरी, १९५९ को किया गया, यह भारत और पाकिस्तान के प्रधान मत्रियो के बीच हुए करार में निहित था। ये क्षेत्र निम्नलिखित प्रदेशो में हैं

(क) मुर्शिदाबाद (पश्चिम बगाल) जिले और राजशाही (पूर्व पाकिस्तान) जिले के बीच की सीमा, इसमें नवाबगज थाना और विभाजन-पूर्व माल्दा जिले का शिवगज थाना शामिल है।

(ख) दोनो डुमीनियनो के बीच समान सीमा का वह भाग जो, रेडक्लिफ निर्णय के अनुसार, गगा नदी के उस स्थल पर जहा से माताभगा नदी की धारा निकलती है और सुदूर उत्तरी स्थल पर जहा वह धारा दौलतपुर और करीमपुर के बीच की सीमा से जा मिलती है, स्थित है।

(३) पाकिस्तान में आने वाली पुराने कूच-बिहार की बस्तियो और भारत स्थित पाकिस्तानी बस्तियों का आदान-प्रदान।

(४) पश्चिम बंगाल के जलपाईगुड़ी जिले में बेरुबाड़ी यूनियन स० १२ के आधे भाग का पाकिस्तान को स्थानान्तरण।

उपर्युक्त (३) और (४) के सम्बन्ध में आवश्यक कानून उचित समय पर ससद् में प्रस्तुत किया जायगा।

(५) रेलवे लाइन के पश्चिम में भूमि और भागलपुर, त्रिपुरा में रेलवे लाइन से लगी हुई भूमि का पाकिस्तान को स्थानान्तरण। रेखाकन से पहले त्रिपुरा प्रशासन उक्त भूमि का सर्वेक्षण कर रहा है।

(६) २४-परगना—खुलना } के सीमा
२४-परगना—जैसोर } विवाद।

प्रधान मत्रियो का निर्णय यह था कि जहां तक सभव हो सके, इच्छामती नदी को ही आधार मानकर, दोनो मामलो मे मध्य स्थिति को अपनाया जाय।

(७) पियाग और सरमा नदियां। प्रधान मत्रियो का निर्णय यह था कि पूर्व अधिसूचनाओ (नोटिफिकेशस) के अनुसार रेखाकन किया जाय, लेकिन हर सूरत में दोनो देशो के राष्ट्रिको को नौवहन की पूरी सुविधाएं दी जानी चाहिए।

उपर्युक्त (६) और (७) के सम्बन्ध में प्रारम्भिक सर्वेक्षण का कार्य किया जा रहा है।

(८) पथरिया वन सुरक्षित क्षेत्र में वास्तविक प्राप्ति रेखा पर करार होने के साथ ही पाकिस्तान, तुकेरग्राम को खाली करेगा और इस उद्देश्य के लिए आसाम तथा पूर्व पाकिस्तान के मुख्य वन सरक्षक (चीफ कनजरवेटर आफ़ फारेस्ट) और मुख्य सचिव आपस में मिलें। २९ नवम्बर १९५८ को दोनो मुख्य वन संरक्षको की मीटिंग हुई थी और चूकि उनमें कोई समझौता न हो सका, इसलिए आसाम सरकार ने सुझाव दिया है कि मुख्य सचिवों के बीच एक मीटिंग हो।

Cloth Production

*865. **Shri Morarka:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any representation has been made to take steps for different stampings to identify mill-cloth from powerloom and handloom products;

(b) if so, the action taken by Government in the matter; and

(c) the total production of cloth from powerlooms during the last four years, together with the total number of looms actually working as on the 31st December, 1958?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir

(b) Does not arise

(c) The estimated production of cotton cloth on powerlooms for the last four years (1955 to 1958) is as follows:—

1955	273	million yards
1956	278	,,
1957	303	,,
1958	331	,,

The exact number of powerlooms actually working is not known The number of registered looms as on 31-12-1958 was 27,129

Indian Children in South Africa

*866. **Shri S. C Samanta:**
Shri Vajpayee:
Shri Rajendra Singh:
Shri Halder:

Will the **Prime Minister** be pleased to state:

(a) whether the Government of India's attention has been drawn to newspaper reports that the Government of South Africa is using 1,500 Indian school-going children, some aged only six, as 'hostages' to force their parents to leave Johannesburg and go elsewhere,

(b) whether the Government of India have obtained factual information from its official sources;

(c) if so, the details thereof; and

(d) the steps taken by the Government of India to get the children released?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (d). We have seen a newspaper report to this effect We have no further information, but we are trying to find out how far this report is correct It is not an easy matter for us to get factual information from official sources as we have withdrawn our Mission in South Africa We can only, therefore, try to get information through indirect sources That we are endeavouring to do

Messrs. Firestones and Dunlops

*867. **Shri Khadilkar:** Will the Minister of **Commerce and Industry** be pleased to state

(a) whether Government have entered into any arrangement with Messrs Firestones and Dunlops for importing heavy equipment, plants and other machinery as part of their expansion programmes in India; and

(b) whether these companies have also been issued import licences for the imports of raw materials required for the manufacture of tyres as well as ready-made tyres from their principals abroad?

The Minister of Industry (Shri Manubhai Shah): (a) In connection with their schemes for the establishment of additional capacity for tyres and tubes, Messrs Dunlops were allowed to import plant and machinery and adjust its cost against their investment in the fresh capital issue and partly cover it by deferred payment arrangements Messrs. Firestones arranged for the import of plant and machinery on deferred payment terms which were duly approved by the Government.

(b) Licences for the import of raw materials not indigenously available are issued to the tyre companies in accordance with the policy announced from time to time They also get licences for the import of tyres in the categories not indigenously produced in accordance with the import policy from time to time.

Employees' State Insurance Scheme

*868. **Shri Ram Krishan:**
Shri Sadhan Gupta:

Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No 32 on 17th November, 1958 and state:

(a) whether Government have taken final decision in regard to enhancement of statutory rate under Employees' State Insurance Scheme in its application to Employers, and

(b) if so, the nature thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) No

(b) Does not arise

A. I. R. Coverage of Congress Session at Nagpur

*869. **Shri V. P. Nayar:** Will the Minister of **Information and Broadcasting** be pleased to state·

(a) how the recent Session of the Indian National Congress at Nagpur was covered by the A I R, and

(b) the expenses incurred by the A.I.R. in broadcasting news etc of the Congress Session?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). The Nagpur Session of the Indian National Congress was covered by All India Radio in its central and regional news bulletins as part of News Services Division's normal activities. It is not, therefore, feasible to estimate separately the expenditure involved in covering the Congress Session.

Accident in Saunda Colliery

*870. **Shri Muhammed Elias:**
Shrimati Renu Chakravartty:
Shri T. B. Vittal Rao:
Shri Khushwaqt Rai:
Shrimati Mafida Ahmed:
Shri B. Das Gupta:

Will the Minister of **Labour and Employment** be pleased to state:

(a) whether it is a fact that an accident occurred in Saunda Colliery of National Coal Development Corporation on the 27th January, 1959,

(b) the number of workers killed and injured;

(c) the reason for the accident;

(d) when the information of the accident was given to the Chief Inspector of Mines; and

(e) whether any enquiry is being made by Government into this accident?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes

(b) Nine injured out of whom four died

(c) Ignition of inflammable gas.

(d) At 5-30 A.M on the 28th January, 1959.

(e) An enquiry has already been made by the Regional Inspector of Mines

Motor-Tyres

*871. **Shri Khadilkar:** Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 372, on the 18th February, 1959 and state:

(a) whether Government are aware of the steep rise in the prices of motor-tyres sold in the country during the last three years;

(b) what is the percentage of increase in wholesale and retail prices, if any since 1955;

(c) whether the import policy of Government is responsible for this increase in prices;

(d) whether Government have received complaints from transport operators with regard to the quality of tyres manufactured by foreign firms in India and if so, the nature of these complaints;

(e) whether Government intend to import tryes directly to meet the requirements of the Army and the various nationalised undertakings; and

(f) whether Government intend to issue import licences to co-operative societies of transport operators to import their requirements of tyres directly from abroad?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). As a result of the recommendations made by the Tariff Commission fair prices for tyres and tubes were fixed by Government in October, 1955 and the tyre companies have published their price list in accordance with the decision of Government. The tyre companies sell their tyres to their dealers at the net dealer prices i.e. list prices less discount and dealers are expected to sell them at the list prices. There has been no increase in the net dealer prices. Certain representations have, however, been received regarding shortages in the country in certain sizes of tyres and regarding prices charged being higher than the list prices. In such categories in short supply, some imports are allowed according to the availability of foreign exchange Also several steps have been taken to increase the indigenous production There has already been a considerable rise in the indigenous production of all categories of tyres in the country

(c) to (f). No, Sir, but wherever State Undertakings, State Transport Corporations or Cooperative Transport Societies have asked for any assistance from Government, the same is being given.

Housing for Industrial Workers

1192. **Shri Ram Krishan:**
Shri Aurobindo Ghosal:

Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether there has been shortfall in the fulfilment of the target of housing scheme for the Industrial workers;

(b) if so, to what extent; and

(c) the reasons therefor?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) to (c). The final shortfall under the Subsidised Industrial Housing Scheme, if any, will be revealed at the end of the Plan period. However, against the original Plan target of 128,000 houses for industrial workers—which will have to be reduced as a result of the reappraisal of the Plan, the rise in building costs and the poor response of industrial employers to the Scheme—the number of houses built during the current Plan period upto 30th November, 1958 was 35,254, while 26,000 houses were under construction on that date

Surgical Goods

1193. **Shri Ram Krishan:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total value of surgical goods imported in India during 1958, (country-wise); and

(b) the nature of steps taken or proposed to be taken to manufacture surgical goods in India?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) 'Surgical goods' as such is not a specified head in the Import Trade classification. Information regarding the total value of 'surgical goods' imported into the country is therefore not available.

(b) A statement is given below

STATEMENT

Large Sector. A Panel was constituted by the Government of India in January 1956 to examine the question of the development of manufacture of surgical instruments and appliances in the country The Panel submitted its report in February 1957 The recommendations of the Panel are under examination of the Government

Small Sector A model workshop has been set up attached to Small Industries Service Institute, Bombay for development of the manufacture of surgical instruments and appliances in the country A foreign Consultant has been attached to the above Institute for preparation of drawings, designs, moulds and dies and prototypes of the surgical instruments to be taken up for manufacture by Indian entrepreneurs Arrangements are also made in this model workshop for training the personnel in the correct methods and technique to be adopted in the production of surgical instruments This model workshop will provide designs and manufacturing methods needed in the production of surgical instruments in the country

Companies in Punjab

1194. { **Shri Ram Krishan**
Shri D C Sharma

Will the Minister of **Commerce and Industry** be pleased to state

(a) the total number of companies registered in Punjab during 1958-59 so far, district-wise,

(b) the total capital invested in these companies, and

(c) the number of companies that were wound up in Punjab during the above period?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) to (c) During the first eleven months of 1958-59, 27 companies with a total authorised capital of Rs 65 56 lakhs have been registered in the State of Punjab The number of companies reported so far to have gone into liquidation in the same period is 42

NOTE.—The names of newly registered companies together with other particulars, such as, *situation of registered office* (which will show the district), industrial classification, names of managing agents, secretaries and treasurers, managing directors, directors, etc, objects, authorised, subscribed and paid-up capital, etc, are regularly published in the Monthly Blue Books on Joint Stock Companies in India, copies of which are available in the Parliament Library

Exports to U.S.A.

1195. **Shri Ram Krishan:** Will the Minister of Commerce and **Industry** be pleased to state •

(a) the value of India's exports to the U S A during 1957-58, and

(b) the value of India's imports from the U S A during 1957-58?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b) The value of India's exports to and imports from the U S A during 1957 58 are as follows —

Exports including re-exports	Rs 13,800 51 lakhs
Imports	Rs 16,625 32 lakhs

Training of Indians in Atomic Energy in U S.A.

1196. { **Shri Ram Krishan:**
Shri D. C. Sharma.

Will the **Prime Minister** be pleased to state

(a) the Institutions in U S A where Indian students are being trained in peaceful uses of Atomic Energy, and

(b) the number of students being trained there?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). The Department of Atomic Energy has not given financial assistance to any student for training in U.S.A. in the peaceful uses of Atomic Energy. However, eleven scientists and engineers of the Atomic Energy Commission are at present receiving training in the peaceful uses of atomic energy in the following Institutions in U.S.A.:—

(1) The International School of Nuclear Science and Engineering, Argonne National Laboratory, U.S.A.

(2) Vanderbilt University, U.S A.

(3) The Shippingport Atomic Power Station, Pennsylvania, U.S.A.

(4) Laboratories of the Geological Survey and Atomic Energy Commission, U S.A

Information regarding other Indian students not sponsored by the Department of Atomic Energy and who may be studying in these or other similar institutions is not readily available.

Labour Co-operative Societies in Bombay

1197. Shri Pangarkar: Will the Minister of Labour and Employment be pleased to state the amount allotted by the Central Government for assistance to Labour Co-operative Societies in Bombay during 1958-59 so far?

The Deputy Minister of Labour (Shri Abid Ali): Rs. 1,85,500 is expected to be allotted to Forest Labour Cooperative Societies and Labour Contract Societies during 1958-59 depending on the actual expenditure incurred.

Educated Unemployed in Bombay

1198. Shri Pangarkar: Will the Minister of Labour and Employment be pleased to state the number of unemployed graduates, intermediates and matriculates on the live registers of the Employment Exchanges in Bombay at present?

The Deputy Minister of Labour (Shri Abid Ali): The information is given below:—

Category	Number on the Live Register as on 31st December, 1958
(1)	(2)
Graduates	4,186
Intermediates	3,731
Matriculates	44,821
TOTAL	51,738

Pilgrims

1199. **Shri D. C. Sharma:**
Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) the number of pilgrims from both wings of Pakistan who attended the religious fairs in India during 1958-59; and

(b) the facilities provided by the Indian Government for Pakistani pilgrims?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) During the period from 1st January, 1958 to February 22, 1959, 1711 pilgrims from West Pakistan visited shrines in India in officially sponsored pilgrim parties. In addition, 3925 pilgrims visited Ajmer in their individual capacity. During the same period, 542 pilgrims from East Pakistan were granted visas to visit shrines in West Bengal

(b) In the case of officially sponsored pilgrim parties, Government of

India provided transport facilities and board and lodging on payment, as well as security arrangements

Production of Heavy Water at Sindri

1200. Shri D. C. Sharma: Will the **Prime Minister** be pleased to state whether any final decision has been taken with regard to the production of heavy water at Sindri?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): No decision to go ahead with the production of heavy water at Sindri has been taken since studies of various processes for producing heavy water at Sindri indicate that production of heavy water at Sindri may not be economical The matter will, however, be reviewed regularly in the light of new developments

Textile Mills in Rajasthan

1201. Shri Onkar Lal Will the Minister of **Commerce and Industry** be pleased to state

(a) the total number of applications received for the grant of licences for starting textile mills in Rajasthan during 1957-58 and 1958-59 so far,

(b) the number of co operatives for such licences, and

(c) the number of licences granted and the names of those to whom these have been granted?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri) (a) One application was received during 1957-58 for a licence for new cotton textile mill in Raja than No application was received during 1958 59

(b) No application has been received from any co-operatives

(c) One licence has been granted on 12th September, 1957 to the Swadeshi Cotton Mills Company, Kanpur for the establishment of a new mill at Udaipur

Cottage Industries in Bihar

1203. Shri Rajendra Singh: Will the Minister of **Commerce and Industry** be pleased to state the number of cottage industries started (district-wise) by Bihar Government on co-operative basis during the first two years of the Second Five Year Plan?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): According to information received from the Government of Bihar, no new cottage industries on co-operative basis have been started by the State Government as such during the first two years of the Second Five Year Plan However, a statement showing the number of industrial co-operative societies (district-wise) started in that State is attached [*See* Appendix III, annexure No 2]

State Trading Corporation

1204 Shri N. Keshava: Will the Minister of **Commerce and Industry** be pleased to state

(a) the total strength of officers in the State Trading Corporation of India (Private) Ltd and

(b) how many of these officers are drawn from departments of Government and how many are recruited from private sector?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) 163

(b) Drawn from Government Departments—92

Recruited from private sector—71

Kolar Gold Field Mines

1205 Shri Keshava Will the Minister of **Labour and Employment** be pleased to state

(a) the number of accidents that occurred in Kolar Gold Field mines since its nationalisation, and

(b) the total number of deaths resulting from such accidents?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). From the 29th November, 1956 to the 10th February, 1959, there were 730 accidents resulting in 16 deaths. The figures are provisional.

State Undertakings

1206. Shri Ram Krishan: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that Government appoint big industrialists and businessmen as Chairman of the State-controlled concerns and corporations under his Ministry;

(b) if so, the reasons for the same; and

(c) the names of concerns and corporations, chairman of which are big industrialists and businessmen (and their names also)?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). Government's policy has been and is to select as Chairman the most suitable person (official or non-official) with experience and competence required for the efficient management of a particular concern at the time of appointment. In accordance with this policy Government have, so far, appointed non-officials drawn from industry, trade, or Parliament as Chairman of three out of the 15 public sector undertakings with which the Ministry of Commerce and Industry are at present concerned.

S. No.	Name of Undertaking	Name and address of Chairman
1	2	3
1	Sindri Fertilizers & Chemicals (Private) Ltd , Sindri	Shri Shri Ram, 22, Curzon Road, New Delhi
2	Export Risks Insurance Corporation (Private) Ltd , Bombay.	Shri Ratilal M Gandhi, "Fulchand Niwas", Chowpatty, Bombay
3	Indian Handicrafts Development Corporation (Private) Ltd., New Delhi	Shri R Ramanathan Chettiar, M.P., 13, Ferozeshih Road, New Delhi

Survey in Rayon Factories

1207. { Shri Ram Krishan: / Shri T. B. Vittal Rao:

Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No 1000 on the 16th December, 1958 and state:

(a) whether Government have since received the report of the survey undertaken to study the deleterious effect on the health of workers in rayon factories;

(b) if so, the details of the report; and

(c) the action taken by Government in the matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes

(b) The conclusions and recommendations are contained on pages 52—55 of the Report, copies of which have been supplied to the Parliament Library

(c) Copies of the report have been sent to the State Governments, their Chief Inspectors of Factories, the Organisations of employers and employees etc. Most of the recommendations are incorporated in the draft chemical regulations which were sent to the State Governments for adoption in December, 1957.

खम्बर चर्खा केन्द्र

१२०८. श्री नवल प्रभाकर : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) दिल्ली के पांच विकास खण्डों में आजकल कितने अम्बर चर्खा केन्द्र चालू है, और

(ख) इन केन्द्रों में कितने व्यक्तियों को प्रशिक्षण दिया जाता है ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) (क) ५१ केन्द्र ।

(ख) १९५६-५७ में तथा १९५७-५८ में ४२६ कतवारों को प्रशिक्षण दिया गया । चालू वर्ष में ३१-१-५९ तक ३०७ व्यक्तियों को प्रशिक्षण दिया जा चुका है और ३१ व्यक्ति प्रशिक्षण पा रहे है ।

Holiday Homes in U.P.

1209. Shri S M. Banerjee: Will the Minister of **Labour and Employment** be pleased to state

(a) whether the U P Government have decided to have holiday homes for regular factory workers,

(b) if so, in which places, and

(c) whether any aid is likely to be given by the Centre?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b) The State Government are contemplating to set up a holiday home for Sugar given by the Centre?

(c) Such a proposal has not been received

Seventeenth Indian Labour Conference

1210. { Shri S. M. Banerjee: / Shri Tangamani: / Shri A. K. Gopalan:

Will the Minister of **Labour and Employment** be pleased to state:

(a) whether question of bonus to private sector workers is likely to be discussed in the 17th Indian Labour Conference, and

(b) if not, whether a separate meeting of tripartite nature is likely to be called to discuss this issue?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b) No such proposals are under consideration

Central Implementation and Evaluation Committee

1211. Shri S. M. Banerjee: Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No 220 on the 25th November, 1958 and state the important decisions taken at the meeting of Central Implementation and Evaluation Committee in September, 1958 and which have been implemented so far?

The Deputy Minister of Labour (Shri Abid Ali): The position regarding the implementation of important decisions is as follows —

(1) *Workers' and employers' organisations should take early steps to set up a machinery to screen cases before it is finally decided to take them up to higher courts*

All Central Organisations of employers and workers, except one, have either already set up or have taken steps to set up a machinery to screen cases of industrial disputes before they are taken to higher courts.

(2) *As regards appeals against industrial awards and agreements pending in courts, Central Government and the State Governments in their respective spheres, might explore the possibility of bringing the parties together with a view to settling disputes out of courts*

Wherever necessary, the Central and State Governments are taking steps to bring about out-of-court settlements of disputes falling in their respective jurisdictions

(3) *The question of associating neutral auditors as assessors with the*

industrial tribunals so as to provide them with expert advice on accounting matters should be considered.

The matter is under consideration.

(4) *As the Code was formally ratified at the Sixteenth Session of the Indian Labour Conference held at Nainital in May 1958 it should be deemed to have come into effect from June 1, 1958.*

All Central Organisations of employers and workers have been informed of this decision.

(5) *A tripartite body comprising nominees of Government and organisations representing employers and employees should conduct an on-the-spot study of the Calcutta Tram Workers' strike under the Code of Discipline.*

The Tripartite Enquiry Committee, set up to enquire into the strike of Calcutta Tramway Workers, held its first session from February 16 to February 20, 1959 at Calcutta. It will meet again from March 12, 1959, to record further evidences.

Rayon and Silk Export Promotion Council

1212. Shri T. B. Vittal Rao: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the Government of India have received any complaints from businessmen in South Asian Markets about the functioning of the Rayon and Silk Export Promotion Council; and

(b) if so, what are the complaints?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) No, Sir.

(b) Does not arise

Coal Mines Provident Fund

1213. Shri T. B. Vittal Rao: Will the Minister of **Labour and Employment** be pleased to state:

(a) the subjects discussed at the last meeting of the Board of Trustees of the Coal Mines Provident Fund;

(b) the recommendations made;

(c) whether Government have examined the same; and

(d) if so, the nature of decisions arrived at?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The important subjects discussed and recommendations made thereupon at the last meeting of the Board held on the 23rd February, 1959, were:—

(i) Abridged Annual Report for the year 1957-58 was approved.

(ii) It was agreed in principle to share the cost of the proposed Coal Mines Fatal Accident Benefit Scheme.

(iii) The Board recommended to Government interest at 4 per cent. may be allowed to the members of the Coal Mines Provident Fund during the year 1959-60

(iv) Budget estimates for the year 1959-60 was approved and recommended for Government's sanction

(v) The question of revision of the rate of administrative charges payable by the employers was referred to the Government for a decision

(c) Not yet

(d) Does not arise.

Wage Board for Cotton Textile Industry

1214. Shri T. B. Vittal Rao: Will the Minister of **Labour and Employment** be pleased to state:

(a) the total expenditure incurred so far by Wage Board, Textile Industry;

(b) whether they have completed visit in various textile centres; and

(c) the remuneration paid to the Chairman and various members of the Committee?

The Deputy Minister of Labour (Shri Abid Ali): (a) Rs 1,01,982 (upto 31st January, 1959)

(b) No

(c) The Chairman of the Labour Appellate Tribunal, is also functioning as Chairman of the Wage Board He is not paid any additional remuneration for this work Members are also not paid any remuneration They receive only travelling and daily allowances as admissible under the rules

State Trading Corporation of India (Private) Ltd.

1215. { **Shri Vidya Charan Shukla**
Shri Kistaiya:

Will the Minister of **Commerce and Industry** be pleased to state

(a) whether the Committee set up to advise the State Trading Corporation of India (Private) Ltd in its arrangements for procurement of ores, has held any meetings,

(b) if so, the nature of suggestions made by it at such meetings, and

(c) how many of them have been accepted by the Corporation?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir One meeting has been held so far

(b) and (c) It is not in the business interest of the Corporation to disclose details

Co-operative Sugar Factories

1216. **Shri Ajit Singh Sarhadi:** Will the Minister of **Commerce and Industry** be pleased to state·

(a) the decision taken at the Joint Conference of the Chairmen and the Secretaries of the Co-operative Sugar Factories held in the first week of January, 1959; and

(b) the steps taken to implement the decisions?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b) A Statement is laid on the Table of the Sabha [*See* Appendix III annexure No 3]

Shrines in Pakistan

1217 **Shri Ajit Singh Sarhadi:** Will the **Prime Minister** be pleased to refer to Starred Question No 1194 answered on the 19th December 1958 and lay a statement showing the names of the 200 Hindu and Sikh shrines in West Pakistan a list of which has been given to Pakistan Government for protection of property and sanctity?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): No lists of important Hindu and Sikh shrines in West Pakistan have been exchanged as the Government of Pakistan have not yet accepted our invitation to the meeting of the Indo-Pakistan Joint Committee on Shrines, at which these lists were to be exchanged

Handloom Co-operatives in U.P.

1218 **Shri Ram Garib:** Will the Minister of **Commerce and Industry** be pleased to state

(a) the number of Handloom Industries (Small-scale) started in U P State on co-operative basis during the years 1956, 1957 and 1958 (district-wise), and

(b) the total amount sanctioned by way of loans and grants for the development of Handloom Industries in U P?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) A Statement is laid on the Table of the Sabha [*See* Appendix II, annexure No 4]

(b) The following amounts were sanctioned to U P State by the Central Government for the financial

years 1953-54 to 1957-58, for the development of the handloom industry:

Loans Rs 1,03,04,940

Grants Rs 1,02,24,171.

Figures for calendar years are not separately available

Refractory and Brick Factories in Kashmir

1219. **Shri Raghunath Singh:** Will the Minister of Commerce and Industry be pleased to state whether it is a fact that refractory and ordinary brick factories are being set up in Kashmir and plants are being purchased from Czechoslovakia?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A brick and tiles factory is proposed to be set up at Pampore, near Srinagar The plant will have an installed capacity for the manufacture of 8 million ordinary bricks and 1 million tiles per year Machinery and equipment are being purchased from a Czech firm

मुद्रण और आकल्पन प्रतियोगिता

१२२०. **श्री नवल प्रभाकर** : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि

(क) राज्य पुरस्कारों के लिये होने वाली मुद्रण तथा आकल्पन प्रतियोगिता में भाग लेने के लिये क्या नियम हैं,

(ख) सर्वोत्कृष्ट प्रविष्टि का निर्णय करने वाली निर्णायक समिति का गठन किस आधार पर किया जाता है ?

सूचना और प्रसारण मंत्री (डा० केसकर) (क) और (ख) उस पत्र की एक नकल जो कि भिन्न-भिन्न फर्मों को भेजा गया है, और जिसमें बताया गया है कि दाखिले भेजने की शर्तें क्या है और वह किस रूप में भेजे जाने चाहियें, सभा की मेज पर रखी जा रही है। इस बारे में जारी किये गये प्रेस नोट की एक नकल भी सभा पटल पर रख दी गई है। [देखिये परिशिष्ट ३, अनुबन्ध संख्या ५] पत्र में निर्णायक समिति के गठन का आधार भी बताया गया है। निर्णायक समिति सरकार की मंजूरी से चुनी जाती है।

रूस को ऋण की वापसी

१२२१. { श्री नवल प्रभाकर :
श्री भक्त दर्शन :

क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि रूस से लिये गये ऋण की पहली किस्त १९५९ में रुपयों में चुकायी जायेगी, और

(ख) यदि हां, तो इन रुपयों से क्या-क्या वस्तुयें खरीदी जा सकेंगी ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) :(क) जी, हां।

(ख) यह बात रूसी खरीद संस्थाओं के विचार और निश्चय करने की है।

Contracts and Agreements

1222. **Shri Morarka:** Will the Minister of Commerce and Industry be pleased to lay a statement on the Table showing the number of contracts or agreements entied into by his Ministry for technical collaboration or purchase of equipment since 1952 with foreign firms?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A Statement is laid on the Table of the Sabha [See Appendix III, annexure No 6]

Rubber Plantations

1223. { Shri Kodiyan:
Shri Punnoose:
Shri V. P. Nayar:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the progress of the rubber plantations and the rubber-based industries in the Third Five Year Plan period have been considered, and

(b) what is the total value of production of industries consuming raw rubber as one of the main raw materials in 1957-58, in India as a whole and in the Kerala State?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) No, Sir The programme of development for different industries during the Third Five Year Plan is yet to be decided

(b) About 120 rubber-based items are being manufactured in the country The prices of these items vary with the type, quality, size as well as manufacturing complexity It is, therefore, not possible to give an accurate figure for the value of production for the entire rubber-goods manufacturing industry in the country as a whole or in the Kerala State The country is practically self-sufficient with regard to most of the rubber-manufactured goods The indigenous production during 1958 of 24 348 tons of natural rubber (valued at approximately Rs 7 5 crores) had to be augmented by importing about 14,000 tons (valued at Rs 4 2 crores) of natural and synthetic rubbers to meet the requirements of the rubber-goods manufacturing industry during the last calendar year Imports of some of the more important items, such as carbon black, tyre cord, rubber chemicals, etc, required by the rubber-goods manufacturing industry amounted to approximately Rs 4 5 crores during 1958

Occupational Field Reviews

1224. Shri Aurobindo Ghosal: Will the Minister of **Labour and Employment** be pleased to state

(a) whether it is a fact that 'Occupational Field Reviews' have been issued in the form of handbooks, and

(b) if so, for how many occupations and in what language?

The Deputy Minister of Labour (Shri Abid Ali) (a) No.

(b) Does not arise

Ejection of Displaced Persons from Mikir Hills

1225 Shri Aurobindo Ghosal: Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether the displaced persons have been forcibly ejected from the Mikir Hills, and

(b) if so, how many and by whom?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b) No displaced persons have been evicted from the Mikir Hills but trespassers who were not able to prove their displaced person status are being evicted

Praga Tools Factory

1226 { Shri D. V. Rao: / Shri Nagi Reddy:

Will the Minister of **Commerce and Industry** be pleased to state

(a) the annual average production target of Praga Tools Factory,

(b) the actual production in the last two years, and

(c) the steps taken to step up production?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) The annual average production target of the factory for the year 1959 is as follows —

(Rs in lakhs)

Machine tools	11·0
Machine tool accessories	14 5
Precision tools	4 0
Auto and Diesel parts	12·0
Railway duplicates	30 0
Accessories	0 5
TOTAL	72·0

(b) The actual production at the factory during 1957 and 1958 was:—

	1957 (Rs. in lakhs)	1958 (Rs. in lakhs)
Machine tools	9 66	9·22
Machine tool accessories	10·88	14 27
Precision tools	3·29	4·33
Auto and Diesel parts	4 14	4 82
Railway duplicates	19·13	26·96
Miscellaneous	0·25	0·53
TOTAL	47 35	59·93

(c) Some of the more important measures taken to increase production in the undertaking are the recruitment of personnel with a certain basic technical educational qualifications, the training of personnel in the various trades relating to the items produced, the introduction of an incentive scheme to increase the output per worker employed in the undertaking, and the proposed participation by the Central Government in the capital structure of the undertaking

हिमाचल प्रदेश में भूदान

१२२७. श्री पद्म देव : क्या योजना मंत्री यह बताने की कृपा करेंगे कि हिमाचल प्रदेश प्रशासन द्वारा-भूदान यज्ञ बोर्ड को अब तक क्या सहायता दी गई है ?

योजना उपमंत्री (श्री एम० सं० सिंह) : हिमाचल प्रदेश प्रशासन द्वारा भूदान-यज्ञ बोर्ड को १९५७–५८ में ५,००० रुपये का अनुदान दिया गया ।

Cloth Production in Bombay State

1228. Shri Jadhav: Will the Minister of **Commerce and Industry** be pleased to state the total production of cloth by the various sectors of the textile industry in the State of Bombay during the years 1957-58 and 1958-59 so far?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A statement is given below:—

STATEMENT

		PRODUCTION IN YARDS IN 1957-58	1958-59
1	Mill sector Cotton	3489,000,000	2191,000,000 (April to November, 1958)
2	Powerloom sector Cotton	200,000,000	139,000,000 (April to November 1958)
3	Powerloom sector Woollen-worsted	4,144,684	2,365,031 (April to November 1958)
4	Powerloom sector Art silk and mixed fabrics	Not available	93,444,700 (August to December 1958)
5	Traditional Khadi	1,735,000	1,219,000 (Sq. yards) (Upto December 1958)
6	Ambar Khadi	269,000	391,000 (Sq. yards) (Upto December 1958)
7	Handloom sector Production in cooperative fold†	32,449,000	20,591,000 (April to November 1958)

†Figures for the production in the handloom sector outside the cooperative fold are not available.

Non-conventional Timber for Government Buildings

1229. Shri V. P. Nayar: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether the decision to introduce non-conventional timber in construction is being implemented in construction of Government buildings through C.P.W.D; and

(b) if so, the percentage of such timber as against conventional timber used in 1958?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) The National Buildings Organisation is, at present, considering, in collaboration with the Forest Research Institute, Dehra Dun, how far secondary (non-conventional) species of timber can be used in the construction of buildings. Such secondary species of timber, however, can be used only after proper treatment For this, the Hindustan Housing Factory, New Delhi, which is doing a major part of woodwork for Central Government construction in Delhi, is installing a timber seasoning plant

(b) Does not arise

Indians for Foreign Countries

1230 { **Shri Jinachandran.**
Shri Raghunath Singh

Will the **Prime Minister** be pleased to state

(a) whether there are any annual quotas fixed by foreign countries for Indians to settle permanently in those countries,

(b) if so, which are the countries and what are the maximum numbers allowed, and

(c) whether there is any move to settle Indians in Brazil and whether Government is taking any steps in this direction?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes

(b)	Canada	300
	U S A	100
	Thailand	200

(c) No

Displaced Persons in Punjab

1231. Shri D. C Sharma: Will the **Minister of Rehabilitation and Minority Affairs** be pleased to state

(a) the number of displaced persons from West Pakistan rehabilitated in Punjab;

(b) the proportion of non-agriculturist to agriculturist displaced persons,

(c) the number of such displaced persons who have been given compensation upto the end of February, 1959,

(d) whether this compensation has been given in cash or in kind, and

(e) the amount of compensation still to be paid?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna). (a) and (b) According to 1951 Census, total number of displaced persons from West Pakistan settled in the Punjab is 27,32,000 Out of these 27,32 000 persons, 17,85,770 have been settled on land The remaining displaced persons who have not been allotted any land may be considered to be non-agriculturists who have settled in rural/urban areas in the Punjab in different vocations

(c) The number of claimants who had been paid Compensation upto the end of January 1959, is 1,37,109 Figures for February 1959 are not yet available

(d) The compensation has been paid as follows —

	Rs
(i) By cash . .	16,44,15,900
(ii) By transfer of properties	10,77,43,714
(iii) By adjustment of Public Dues	3,71,32,165
	30,92,91,779

(e) It is difficult to form an exact estimate of the figure It is expected to be about Rs 10 crores

Land for Rehabilitation

1232. Shri Bangshi Thakur: Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether it is a fact that about 500 acres of land suitable for rehabilitation for displaced persons have

been found out at Gakulnagar Mouja under Kailasagar Sub-Division, Tripura and the Relief and Rehabilitation Directorate, Tripura has reported accordingly to the Government of India in favour of rehabilitating the displaced persons on the land mentioned, and

(b) if so, the action taken thereon?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b) 500 acres of land were located at Gakulnagar, and 158 families have already been rehabilitated there.

मध्य प्रदेश में कपड़ा मिलें

१२३३. { श्री सादीवाला :
श्री क०के० मालवीय

क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) मध्य प्रदेश मे इस समय नयी और पुरानी कपडा मिलो की पृथक्-पृथक् सख्या क्या है ,

(ख) ऐसी कितनी पुरानी मिलें है, जो बन्द है और उनके बन्द होने के क्या कारण है, और

(ग) इन बन्द मिलो को खुलवाने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) (क) मध्य प्रदेश मे कपडा मिलो की कुल सख्या १६ है । हाल के वर्षा मे वहा कोई भी नयी मिल स्यापित नही की गयी है ।

(ख) अप्रैल, १९५८ के बाद से एक मिल बन्द हो चुकी है । बताते है कि यह मिल वित्तीय कठिनाइयो के कारण बन्द हुई है ।

(ग) सूती वस्त्र उद्योग की सहायता के लिये जो विभिन्न उपाय किया जाते है, उनके अलावा इस विशेष मिल का सर्वेक्षण शुरू करने के प्रयास किये गये है । लेकिन मिल के प्रतिनिधियो ने अभी तक आवश्यक जानकारी नही दी है जिससे टेक्सटाइल कमिश्नर उसका सर्वेक्षण शुरू कर सकें । टैक्सटाइल कमिश्नर ने मिल के प्रतिनिधियो को बुलाने और मिल को फिर से चालू करने के बारे मे बातचीत करने की जो कोशिशें की, उनका भी मिल की तरफ से कोई उत्तर नही मिला है ।

Chinakuri Colliery Disaster

1234. **Shri B. Das Gupta**: Will the Minister of **Labour and Employment** be pleased to state

(a) whether it is a fact that Government have received a copy of commentaries written by the experts of the National Coal Board of England, on the Report of the Court of Enquiry into the Chinakuri Colliery Disaster which was forwarded to them; and

(b) if so, the salient features thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) No copy of the Report was forwarded by Government to the National Coal Board of the U K and no comments have been received from the Board

(b) Does not arise

Foreign Exchange for Automobilies

1235. **Shri V. P. Nayar**: Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No 249 on the 13th February, 1959 and state the total Foreign Exchange allowed to Hindustan Ambassador, Fiat '1100', Standard Vanguard and Standard '10' and each variety of trucks separately for one year preceding April, 1958?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): Foreign exchange allocations made for the import of completely knocked Down (C.K.D.) sets of components (including semi-finished components) for the 15 months (i.e. three complete

licensing periods) preceding April 1958 are as follows:

(Rs in lakhs)

Hindustan Ambassador	122 16
Fiat '1100'	119 10
Standard Vanguard / Standard '10'	89 94
Dodge Trucks	339 90
Bedford-Chevrolet Trucks	84 00
Tata-Mercedes Benz Trucks	669 55
Leyland 'Comet' Trucks	104 52

Small Scale Industries in Kerala State

1236. **Shri V. P. Nayar:** Will the Minister of Commerce and Industry be pleased to lay a statement showing

(a) the total quantity of copper made available to small industries in Kerala State, by the Controller of Non ferrous Metals, for the period from 1st January 1957 to 1st January, 1959, and

(b) the quantity of copper certified by the State Government in each period for small scale industries of the State?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri). (a) There was no distribution control over copper prior to 2-4-1958, i e before the promulgation of the Non-Ferrous Metals Control Order Actual users could ob in their requirements of copper direct from the Established Importers

For the period April 1958 to 1st January, 1959 a total quantity of 17 37 tons of copper was made available to small scale industrial units in Kerala

(b) During the period April-September, 1958 the State Director of Industries issued certificate of consumption as required in Public Notice No 17-ITC(PN)/58 dated 24-2-1958 in respect of only one unit in Kerala State It indicated 1957 (the whole year) consumption of copper as 27·8 tons

So far, for the subsequent period no essentiality certificates of actual consumption in 1957 by the individual units concerned in accordance with the Public Notice mentioned above have been furnished The matter has been under correspondence with the State authorities, with a view to ascertaining the actual position. After the receipt of these essentiality certificates actual allotments will be made in accordance with the policy for the current period

Export of Plastic Hardware and Engineering Goods to Aden

1237 **Shri Ajit Singh Sarhadi:** Will the Minister of Commerce and Industry be pleased to state.

(a) what steps have been taken to increase the export of plastic goods, hardware and engineering goods to Aden, and

(b) whether there has been any increase during the last two years?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and b) A statement is laid on the Table of the Sabha [*See* Appendix III, annexure No 7]

Chinakuri Colliery Disaster

1238 **Shri B Das Gupta:** Will the Minister of Labour and Employment be pleased to state whether the services of any Government Servant have been terminated without any notice for giving evidence before the Court of Enquiry into the Chinakuri Colliery Disaster?

The Deputy Minister of Labour (Shri Abid Ali): No

Punjab Cotton

1239 **Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to state

(a) the number of bales of Punjab Cotton which have been purchased by the textile mills in India and the number of bales of this variety exported since 1st March, 1958,

(b) the details of stock of this variety as on the 1st March, 1958, and

(c) the number of bales of Punjab Cotton lying unsold with cotton merchants at present as compared to the corresponding period of last year?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) to (c) According to estimates made by the Textile Commissioner's organisation, the information is as follows:

	Bales
Punjab cotton including Bengal Deshi purchased by mills from 1-3-1958 to 31-12-1958	3,72,000
Exports of Punjab cotton from 1-3-1958 to 31-1-1959	1,30,000
Details of stock of Punjab cotton as on 31-3-1958 with trade and mills	2,60,000
Quantity of Punjab cottons lying unsold with merchants as on 1st January, 1959 and as on 1st January 1958	95 000 & 1,59,000 respectively

Welfare Extension Projects

1240. Sardar Iqbal Singh: Will the Minister of **Planning** be pleased to refer to reply given to Starred Question No 877 on the 11th December, 1958 and state whether any report by the Programme Evaluation Organisation on the working of Welfare Extension Projects and other programmes undertaken by the Central Social Welfare Board has since been submitted to Government?

The Deputy Minister of Planning (Shri S. N Mishra): A report on the working of the Welfare Extension Projects of the Central Social Welfare Board has been prepared by the Programme Evaluation Organisation and will be placed shortly in the Library of the House Copies of it would also be supplied to Members of Parliament

Pilot Scheme for Educated Unemployed in Punjab

1241 Sardar Iqubal Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) how many persons from Punjab State have undergone training under the Pilot Scheme for educated unemployed;

(b) how many of the trainees have completed in-plant-training and how many are still continuing in-plant-training,

(c) what is the period of in-plant-training

(d) what allowances and other amenities are granted to the trainees during the training period;

(e) how many of the trainees have been employed and the places where they are employed, and

(f) when the remaining trainees will be given employment?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) to (f) The pilot scheme for educated unemployed is for the present being implemented in Kerala State alone 375 persons have undergone training for a period of nine months

Rehabilitation Colonies in Delhi

1242 Sardar Iqbal Singh: Will the Minister of **Rehabilitation and Minority Affairs** be pleased to refer to the reply given to Starred Question No 286 on the 19th February, 1958 and state the progress made so far in providing street lighting, water mains, roads drainage etc in the rehabilitation colonies in Delhi?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna). A statement is laid on the Table of the Sabha [*See* Appendix III annexure No 8]

Assistant Salt Commissioner, Berhampur (Orissa)

1243 Shri Sanganna: Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No 1014 on the 16th December 1958 and state.

(a) whether the posting of an Assistant Salt Commissioner at Berahampur in Orissa has since been made; and

(b) if the answer to part (a) be in negative, the reasons therefor?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) No, Sir

(b) There is already an Assistant Salt Commissioner, with head quarters at Calcutta, whose responsibility it is to look after the entire Bengal-Orissa region One of the Superintendent posted at Humma in Orissa is working under him and is meant solely for the Humma Salt Circle (Orissa) This is working satisfactorily

Stoppage of Work at Calcutta Dock

1244. Shri Raghunath Singh: Will the Minister of **Labour and Employment** be pleased to state whether it is a fact that a large number of Calcutta Dockers stopped work on the 15th February, 1959 for about eight hours as protest of non-fulfilment of their demands which affected loading and unloading of 47 ships?

The Deputy Minister of Labour (Shri Abid Ali). There was partial stoppage of work by a section of the registered workers of the Calcutta Dock Labour Board on 15-2-1959 In the day shift out of 2091 workers booked for work, 786 left work, while in the afternoon shift out of 2007 workers booked for work, 580 left work and did not report till 6-30 p m The number of ships affected was as follows —

Shift	No of ships ready for work	No of ships fully affected	No of ships partially affected
Day shift	32	5	27
Afternoon shift	28		23

The decision of the Dock Labour Board that number of the identity card of every worker should be made distinct by pasting a slip containing the serial number in the indentity cards was mis-interpreted to the workers by certain disgruntled elements and caused the strike

Manufacture of Clocks and Watches

1245 Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state

(a) whether the panel of experts set up to recommend the lines on which the manufacture of clocks and watches should be developed in India has submitted its report, and

(b) if so, the details thereof?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) No Sir

(b) Does not arise

Trade Promotion Organisation in Europe

1246 Shri P. C Borooah: Will the Minister of **Commerce and Industry** be pleased to state

(a) whether it is a fact that Government have decided to set up a special trade promotion organisation in Europe in order to explore, possibilities of export of Indian goods, and

(b) if so, the details of such schemes?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri). (a) Government have decided to set up an Indian Trade Promotion Organisation in Frankfurt with a view to promoting, in the first instance, Indian exports to West Germany

(b) The Indian Trade Promotion Organisation will be established at Frankfurt in the Federal Republic of Germany Preliminary arrangements for setting up the orgamsation have been completed and steps have been

taken to recruit personnel. The organisation which is expected to start functioning some time in April, 1959, will be under the charge of a Director appointed by the Government The Director will be assisted by commodity experts deputed by Export Promotion Councils and the Commodity Boards

The Organisation will discharge principally the following functions

(1) Study German tastes and requirements in various commodities and undertake market research and surveys so that Indian exporters are kept in touch with German demands in fashion, quality or design,

(2) establish contact with German business houses, import agencies, departmental stores, etc, with a view to getting them interested in Indian products,

(3) conduct publicity for Indian goods, advise Indian exporters regarding trading opportunities in Germany and help them to benefit from marketing techniques,

(4) participate in German fairs and exhibitions and assist Indian firms in doing so,

(5) introduce Indian businessmen to German traders and assist individual parties in both countries to establish mutually beneficial business relations, and

(6) conduct correspondence with German buying houses as agents of Indian exporters for this purpose

While the organisation will give Indian businessmen all legitimate assistance of a general nature, it will not get committed to specific deals entered into by Indian traders with German businessmen

Supply of Copper and Zinc Quotas

1247. Shri Ram Krishan Gupta: Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that the cottage industry of brass and bronze utensils at Rewari has been hard hit by the enforcement of quota-system;

(b) if so, the number of manufacturers thrown out of work and the number of rolling mills closed, and

(c) the steps taken to provide copper and zinc quotas to the manufacturers?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b) The Government of India are not aware of this However, the State Government has been addressed in this connection Information regarding number of manufacturers thrown out of work and number of rolling mills closed is being collected and will be laid on the Table of the House

(c) The following steps have been taken to supply copper and zinc to small-scale manufacturers all over the country

( ) Copper Supply and price of imported copper have been brought under statutory Control under the Essential Commodities Act (10 of 1955) and the Controller of Non-Ferrous Metals has been authorised to acquire all imported copper for equitable distribution among all Actual Users, big and small

So far as the small scale industries units consuming copper are concerned they were asked to submit their application *vide* Public-Notice No 17-ITC(PN)/58 dated 24 2 1958 To those units which applied in accordance with this Public Notice, during April-September, 1958 the Controller distributed copper upto 23 3% of their half-yearly consumption in 1957 certified by the State Directors of Industries In order to mitigate any hardship that might have been felt by

some small scale units as a result of the allotments made by the Controller, certain quantities of copper were placed at the disposal of the State Directors of Industries in September 1958 to meet the requirements of such hard cases As the small sector is primarily the responsibility of the State Governments, the allocation work was passed on to the State Directors of Industries, from the 1st December 1958 and reasonable supplies of copper are placed at the disposal of the Directors of Industries for issue of allotments Permits are then issued by the Controller to allottees against the stocks held by importing agencies For the current half year i e, October, 1958—March 1959 the small scale units are being given copper on the basis of 33% of their average half-yearly consumption in 1957 as certified by the Directors of Industries This percentage approximates to the consumption by the small sector units during that period, according to the Government of India's official estimates

(ii) Zinc There is no statutory control over either supply or price of zinc However, according to the Import Policy for the licensing period October 1958—March, 1959 the requirements of S S Is for zinc will be met through canalised imports It is proposed to distribute adequate quantities of zinc imported by S T C through the agency of the State Directors of Industries

Cement Factory, Bangalore

1248. Shri Mohammed Imam: Will the Minister of Commerce and Industry be pleased to state·

(a) whether it is a fact that a licence to start a cement factory near Bangalore has been refused, and

(b) if so, the reasons therefor?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). The establishment of a new cement factory near Bangalore has been approved but licence under the Industries Act has not yet been granted Such licence is granted only after arrangements for import of plant and machinery are cleared. In fact, there are 28 such schemes, either licensed or approved, still awaiting import licences In view of the easier availability of cement at present, all these cases are kept pending. The position will, however, be reviewed in April next.

Export of Shellac, Seedlac and Crudelac

1249. Shri B. Das Gupta: Will the Minister of Commerce and Industry be pleased to state

(a) the quantity and value of exports of shellac, seedlac and crudelac from India during the period from 1952 to 1958 (yearwise and countrywise);

(b) what is the total production of shellac, seedlac and crudelac in India from 1952 to 1958 (yearwise); and

(c) what is the quantity and value of shellac consumed locally in India?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b) Statistics relating to the production and exports of shellac, seedlac and sticklac (crudelac) during the years 1952 to 1958 are given in the Statements laid on the Table of the Sabha [*See* Appendix III, annexure No 9]

(c) It has been estimated that, on an average, upto ten percent of all kinds of lac produced in India is utilised within the country No official statistics in this respect is, however, being compiled

Home for Rehabilitation of Unttached Displaced Women

1250. Shri B Das Gupta: Will the Minister of Rehabilitation and Minority Affairs be pleased to state

(a) whether it is a fact that a home for rehabilitation of unattached displaced women is going to be set up in the District of Purulia, West Bengal; and

(b) if so, the details thereof?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) No.

(b) Does not arise.

Punjab Cloth Mills, Bhiwani

1252. Sardar A. S. Saigal: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the inquiry into the affairs of the Punjab Cloth Mills, Bhiwani has been completed; and

(b) if so, whether the above report will be laid on the Table?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) The Committee appointed under the Industries (Development and Regulation) Act, 1951, to investigate the affairs of the Punjab Cloth Mills, Bhiwani, completed its work and submitted its report in January, 1958.

(b) No, Sir.

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12 hrs.

RE: MOTION FOR ADJOURNMENT

पंडित ब्रज नारायण "ब्रजेश" (शिवपुरी) : अध्यक्ष महोदय, मैंने एक स्थगन प्रस्ताव आपकी सेवा में प्रस्तुत किया है । वहां पर पुलिस पूजा करते हुए व्यक्ति को गिरफ्तार कर के ले गई है । यह पूजा के अधिकार का प्रश्न है । एक एक्स एम० पी०—एक व्यक्ति जो कि पार्लियामेंट का मेम्बर रह चुका है—जैसा जिम्मेदार आदमी पूजा करते हुए प्रांतीय सरकार द्वारा पकड़ा जाये, यह कहां तक उचित है । इसलिये मैंने आपके सामने यह स्थगन प्रस्ताव प्रस्तुत किया है ।

अध्यक्ष महोदय : आर्डर, आर्डर । इस बारे में जो आर्डर देना चाहिए, वह मैंने दे दिया है और आपको कम्यूनिकेट भी कर दिया है । It is purely a matter of law and order. If the hon. Member feels that his fundamental rights or religious rights, etc., have been interfered with, we are not sitting here as a court of law; there is the Supreme Court sitting close by. They can go to the Supreme Court. So, there is no meaning in trying to enlarge the jurisdiction of this House; others will resent it. I have already communicated my decision to the hon. Member. I cannot extend the jurisdiction of the House.

पंडित ब्रज नारायण "ब्रजेश" : अगर पूजा करने के बाद गिरफ्तार किया जाता तो क्या होता ?

अध्यक्ष महोदय : वह सब को गिरफ्तार कर सकते हैं । Otherwise, police and magistrates will not be there. क्या करें ? जो जो क्राइम वगैरह करता है, उस को पकड़ा जाता है ।

श्री नाथ पाई (राजापुर) : पूजा क्राइम नहीं है ।

12.02 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Indo-Pakistan talks held at Karachi

Shri A. M. Tariq (Jammu and Kashmir): Under Rule 197, I beg to call the attention of the Prime Minister to the following matter of urgent public importance and I request that he may make a statement thereon:

> "The outcome of the recent talks held at Karachi between India and Pakistan on the outstanding border disputes between the two countries."

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): A meeting at the level of Secretaries was held in Karachi from 23rd to the 25th February, 1959. This meeting was held as a consequence of the meeting of the Prime Ministers of India and

Pakistan in Delhi in September 1958 At this Prime Ministers' meeting, a reference to the unsettled disputes and their further consideration was made in the following terms:—

"Some of the border disputes, namely, two regarding the Radcliffe and Bagge Awards in the eastern region, and five in the western region, require further consideration

The Prime Ministers agreed to issue necessary instructions to their survey staff to expedite demarcation in the light of the settlements arrived at and to consider further methods of settling the disputes that are still unresolved In regard to the Hussainiwala and Suleimanke disputes, the Foreign Secretary of the Government of Pakistan and the Commonwealth Secretary of the Government of India, will in consultation with their engineers, submit proposals to the Prime Ministers"

Our Commonwealth Secretary had visited the Hussainiwala and Suleimanke areas, in November 1958 and had then discussed technical and other details with the engineers and the local officers on the spot The Karachi meeting in February 1959 discussed these two disputes relating to Hussainiwala and Suleimanke areas The Indian Delegation consisted of engineers and other experts and was headed by our Commonwealth Secretary

The discussions at Karachi disclosed a divergence of views between the two Delegations Both sides stated the position of their Governments regarding these disputes, and no agreed proposals for settlement emerged as a result of these discussions

[illegible] with the Pakistan Foreign Minister in Karachi, the Commonwealth Secretary referred to the serious increase in the number of incidents on the eastern border which have been caused by irresponsible and aggressive firing by Pakistan authorities Representations in this connection have been made repeatedly to the Government of Pakistan at various levels and through our High Commissioner in Karachi

It is our policy to endeavour to settle border disputes peacefully and to restore normal conditions in border areas At the same time, any aggressive action or pressure on the part of Pakistan authorities and any violation of our territory has to be resisted Measures necessary for the protection of the life and property of our citizens living in the border areas have been taken

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12.04½ hrs.

CINEMATOGRAPH (AMENDMENT) BILL

The Minister of Information and Broadcasting (Dr. B. V. Keskar): I beg to move

"That the following amendments made by Rajya Sabha in the Bill further to amend the Cinematograph Act, 1952, be taken into consideration

'Enacting Formula

(i) That at page 1, line 1, *for* the words "Ninth Year" the words "Tenth Year" be *substituted*

Clause 1

(ii) That at page 1, line 4, *for* the figure "1958" the figure "1959" be *substituted'*

I might say that the amendments are only formal When the Bill was taken up and passed by this House, we were in 1958, the Ninth Year of the Republic When it was passed in the Rajya Sabha, we had already entered 1959, the Tenth Year of the Republic So, these consequential amendments have to be accepted

Mr. Speaker: The question is:

"That the following amendments made by Rajya Sabha in the Bill further to amend the Cinematograph Act, 1952, be taken into consideration:

'Enacting Formula

(i) That at page 1, line 1, *for* the words "Ninth Year" the words "Tenth Year" be *substituted*

Clause 1

(ii) That at page 1, line 4, *for* the figure "1958" the figure "1959" be *substituted'*

The motion was adopted

Enacting Formula

Amendment made

That at page 1, line 1, *for* the words "Ninth Year" the words "Tenth Year" be *substituted*

[Dr B V Keskar]

Clause 1

Amendment made

That at page 1, line 4, *for* the figure "1958" the figure "1959" be *substituted.*

Dr. B. V. Keskar: I beg to move:

"That the amendments made in the Bill by Rajya Sabha be agreed to"

Mr. Speaker: The question is:

"That the amendments made in the Bill by Rajya Sabha be agreed to"

The motion was adopted.

12.07 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—*contd*

Mr Speaker: Before we take up the Demands for Grants, I call upon the hon. Railway Minister to reply to the debate

The Minister of Railways (Shri Jagjivan Ram): Mr Speaker, Sir, I am extremely thankful to the House for scrutinising the budget in such great detail. Encouraging words and words of appreciation and cheer for the railwaymen have been expressed throughout in the House. There have been criticisms and suggestions made; we will try to benefit by them.

Shri Gopalan initiated the debate and he sounded a pessimistic note. Since the budget was introduced in this House, there have been comments in the Press, general and specialised. Economic journals, trade and commercial journals have also commented on the budget, they have welcomed it

Shri Asoka Mehta (Muzaffarpur): Except the Capital

Shri Jagjivan Ram: except one or two, of course In this House also, there has been general appreciation In a huge organisation like the railways, spreading over vast areas and serving millions of people, there are bound to be lapses here and there I am not here to claim that we are perfect in all respects. As I have said, we always try to profit by the criticisms and suggestions made in the House and on this occasion also, we will do that.

I really admire the spirit and the sentiments expressed by Shri Asoka Mehta, and his objective and constructive approach to the railway problems I have taken note of his suggestions and I shall follow them up Although he has been modest enough to say that he is making only marginal comments, he has really covered extensive ground and raised numerous queries which practically touch upon the entire economic structure of the railways

It is not reasonably practicable for me in this speech to cover all the points in such a comprehensive manner as I would have wished, but I shall endeavour to give a broad analysis of the economic working and results which I hope would rationalise and explain the position and clarify the doubts. If we wish to review the whole financial picture in retrospect I would think we might only go

as far back as 1951-52. By that time the merger of the old Princely States had been implemented and conditions of work had also been stabilised after the impact of partition. Regrouping of railways then led to a re-distribution of jurisdiction of zonal railways which vitiates comparison of statistical data of each railway system but taking Indian Government railways as a whole the field of work underwent only a minor re-adjustment with the accretion of new lines.

The gross earnings and working expenses in 1951-52 were as follows:

Route mileage 33,343.

Gross earnings Rs. 291·8 crores.

Working expenses Rs. 225·8 crores

Net earnings Rs. 66·1 crores.

In 1957-58 the figures were as follows:

Route Mileage 34,462.

Gross earnings Rs. 381 4 crores.

Working expenses. Rs. 309·8 crores

Net earnings Rs 71·6 crores

I am not trying to draw any inference from it The biggest single item of cost on railways is the cost of staff. In 1951-52 the total number of staff was 9,23,069 costing Rs. 121·71 crores. I am taking that as index number 100 In 1957-58 the total number of staff is 11,11,026, costing Rs. 172·94 crores, the index being 142·09 Between 1951-52 and 1957-58 the cost of staff alone went up by over Rs. 51 crores, representing an increase of about 42 per cent. The House is aware that during this period a number of measures were taken to ameliorate the conditions of the employees, including the implementation of the Rajadhyaksha Award regarding hours of employment etc The incidence of increase due to these amounts to about Rs. 27 crores. In consequence the cost per head of staff has gone up from Rs. 1,325 in 1951-52 to Rs. 1,588 in 1957-58, an increase of about 20 per cent, Between 1956-57 and 1957-58, that is, in one year there has been an abnormal increase amounting to Rs. 16·62 crores. About Rs. 4 crores out of this was due to the interim relief sanctioned on the recommendation of the Pay. Commission from 1st July, 1957 and Rs. 4 crores due to the earning of grade increments and the balance due to large increase in the strength of staff amounting to 54,334. This large increase was largely due to an appreciable increase in staff due to the introduction of intensive patrolling and double patrolling at bridges after the Ariyalur and Mehboobnagar accidents. Such measures introduced in panic do not necessarily enhance safety. We should, therefore, do what is reasonably justified, and has stood the test of prolonged experience. I, therefore, propose to review these arrangements and make necessary readjustments to avoid large expenditure.

In regard to the ordinary gang strengths for maintenance of track, the norms already exist. Likewise in the case of a larger number of staff on shift duty at stations and the running staff, the strength is determined according to the Adjudicator's Award. Amongst the operating staff, this leaves a small fraction of staff employed on maintenance of structures and buildings and temporary gangs engaged from time to time. A large number of watermen and carriage cleaners have also been added in recent years to ensure better amenities for the travelling public and upkeep of rolling stock. Several instructions to the railways have been issued to exercise the greatest care in sanctioning additional staff and to ensure a better standard of work and higher output. In these directions attention will be further intensified.

Then we come to workshop staff where the output per man is certainly capable of improvement. A special organisation under a Director of Production has recently been set up in the Railway Board to determine the

[Shri Jagjivan Ram]

norms for each operation separately for each workshop and to introduce the incentive bonus scheme. This will, I hope, not only improve the *per capita* output but also add to the income of the labour and help to keep down investments in additional productive equipment

The output of the clerical staff also seems to be capable of improvement. On the one hand, it is necessary to reduce clerical work for which certain studies have been made and further studies are contemplated Job analysis is an effective method for determining the requisite strength of clerical staff in each office, but the staff are so allergic to it that it has not been possible to make a headway. Here it is where, perhaps, by creating public opinion it will be possible to undertake a job analysis and determine the strength of the staff with a view to obtain a better output It is unfortunate that erroneous news is set afloat in a propagandist manner by parties whose only interest lies in causing agitation which deters the Railway Administrations from tackling this problem in an effective and proper manner. I wish to assure that it has never been my intention to retrench the staff already employed. It is, however, a national problem of some importance for the uplift of our country economically, morally and socially that our men engaged on various tasks may rank high in their output and efficiency, and in this endeavour I seek the co-operation of everyone concerned

The next important item of expenditure on railways is coal The pithead cost of coal on broad-guage and meter-gauge railways was Rs. 12·41 crores on broad-gauge and Rs 3·89 crores on metre-gauge in 1951-52 In 1957-58 the relevant figures were Rs 21 35 crores for broad-gauge and Rs 6 29 crores for metre-gauge Thus, the increase in the cost of coal consumed from 1951-52 to 1957-58 has been about Rs. 9 crores on the broad-gauge and Rs 2·4 crores on the metre-gauge. Besides the increase in consumption, there has been a substantial increase in the average price of coal from Rs. 15·74 to Rs. 19·4. Simultaneously the stowing excise duty has also gone up from As. 3 to As. 6. Coal costs alone during the one year between 1956-57 and 1957-58 account for a total increase in expenditure to the tune of Rs. 5·25 crores.

Increase in the total coal consumption has not been due to any increase in the rate of consumption. The well-recognised statistics are 'pounds of coal consumed per 1,000 gross ton miles' and these have rather made progressive improvement

In the case of goods traffic, both on broad-gauge and metre-gauge, and passenger traffic in the case of metre gauge, results obtained in 1957-58 have been the lowest during the last seven years in spite of various factors which tended to depress these results

The Expert Committee on Coal, which has examined this question in great detail, have made a number of suggestions which are being followed up

Shri Mehta has specially commented upon one factor and this is the increase in train engine hours to train miles This is purely a reflection on the drop in the speed of the goods trains mainly owing to three factors, namely, increase in the density of traffic, increase in the tempo of works and consequent speed restrictions and increase in the load of goods trains In some cases it is also due to hold-ups of goods trains outside the marshalling yards which are being remodelled and expanded to meet the demands of increased volume of traffic

In the case of coal supplied to the Railways there has undoubtedly been a deterioration in the quality of supply, particularly, in relation to the

pre-war days. Previously, the Railways procured a large percentage of coal from their own collieries and purchases from private collieries was done by selection and the Railways retained the authority of selection of collieries, inspection of coal and power to take action against collieries which did not supply the appropriate quality of coal. Since the introduction of coal control and the transfer of railway collieries to the Coal Controller the position has changed. The number of collieries which supplied coal to the Railways has now grown tremendously and this has added problems of stacking and examining the quality of coal of each individual colliery. However, it has now been agreed by the Ministry of Steel, Mines and Fuel that the Railways will enter into agreement with the colliery owners who will be joinly selected by the Railways and the Coal Controller for supplies of the requisite quality of coal and the Railways will be empowered under these agreements to impose suitable penalties for unsatisfactory supplies. Inspection arrangements will also be intensified.

With the increase in the demand of coking coal—this is another problem which is likely to arise in the near future—by the steel factories, the supply of coking coal to the Railways will practically disppear and its replacement by an equal grade of coal seems problematic. There is a difference in the consumption of coal between coking and non-coking coal of the same grade to the extent of five to eight per cent. Railways have been pressing upon the Coal Controller that the replacement therefore should be by a higher grade, but higher grade coal supplies are limited. In the result, therefore, we may have to face some increase in the rate of coal consumption Every endeavour is being made to ensure that this is avoided.

Another big item of expenditure i in respect of repairs and maintenance the cost of which is debited to Demand No. 5 The total cost under this head in 1951-52 was of the order of Rs. 62·5 crores which on a comparative basis went up to Rs. 90·6 crores in 1957-58, the corresponding figure for 1956-57 being Rs. 86 crores. The main items included in this Head are way and works and rolling stock. In 1951-52 the way and works cost amounted to Rs. 18·5 crores and rolling stock costs amounted to Rs. 31 crores. The balance was due to other items of expenditure. In 1957-58 the way and works cost amounted to Rs 32·75 crores and rolling stock maintenance cost amounted to Rs. 44 crores. Broadly speaking, the increase in expenditure under this Demand is attributable to the *ad hoc* increase in staff costs which amount on an average to 20 per cent, increase in train miles of the order of 25 per cent resulting in increased maintenance costs, increase of Rs. 4·5 crores due to a change in the allocation procedure in accordance with which the cost of supervising staff in Class III has been debited under Demand No. 5 instead of Demand No. 4 as was the practice in 1951-52, increase of Rs. 3 crores due to special safety measures involving the employment of a large number of staff and increase in the cost of materials, particularly, steel, the price of which during this period went up by 45 per cent. All these factors combined largely account for the increase in expenditure under repairs and maintenance.

I do not suggest that there is no scope for reduction under this Head. But I do wish to point out that the general order of increase by and large has been commensurate with the increase in assets and the various factors already mentioned Every avenue of economy, however, is being explored

Coming to the question of earnings the position is that credit for the entire increase of about Rs. 90 crores between 1951-52 and 1957-58 cannot be assigned to increase in traffic because during this period changes were made in freight rates and fares which alone account for an estimated increase of about Rs 28 crores. The balance of

[Shri Jagjivan Ram]

Rs. 62 crores is attributable purely to the increase in traffic

A significant fact worthy of not, however, is that the goods earning for general goods per ton mile between 1951-52 and 1957-58 dropped from 13 9 pies to 13 1 pies, or a drop of 5 76 per cent in spite of a 12½ per cent increase in freight The average earnings per ton mile instead of increasing by 12½ per cent have actually gone down by 5 76 per cent Considering that the earning of general goods traffic accounts for about Rs 200 crores in 1957-58 after making allowance for the fact that the second increase of 6¼ per cent applied from 1st July, 1957 and also for the fact that the increase was not applicable to foodgrains, this drop might be considered to be of the order of 14 per cent resulting in a loss of about Rs 28 crores

Here, I would like to point out that this diversion was from rail to road The question of rail-road competition has agitated the minds of many hon Members of the House and many things have been said in favour of rail-road transport I do concede that road transport provides certain facilities which the Railways do not provide Door to door delivery is one of the factors which proves to be more attractive On the other hand, road transport has certain advantages over the Railways I do not propose at this stage to go into the details, but, as I said on the previous occasion that I am not against road transport, what I say is this that there should be proper co-ordination between the various modes of transport, whether it is rail road inland river transport or coastal shipping The question of pilferage and quick delivery by the Railways is engaging the attention of the Railways The whole question as to how this co-ordination could be affected is under the consideration of the Planning Commission, the Ministry of Transport and the Ministry of Railways Let us hope that a satisfactory solution will be found of this so that all possible causes of duplication of the transport capacity in the country could be avoided

Shri Asoka Mehta has asked me to indicate the criteria for assessing the efficiency of operation I would suggest that the statistical data on the following lines provide sufficient material for judging the efficiency of operation, namely, wagon miles per wagon day which shows the mobility of wagons, net ton miles per wagon day which includes both mobility and the load element, engine miles per engine day in use and on line—the former indicates the mileage obtained per day from engines in use and the latter includes also the engines which are under repairs or are lying spare in locosheds In this connection, I should like to point out that attention might better be focussed on goods engine statistics because in the case of passenger engines the miles obtained are governed by passenger train timings and the engine links which can be fitted with the timings and therefore links are dependant on the time table—the speed of goods train, density of traffic, load of goods train net ton miles per goods locomotive day This is a Composite statistics which gives the output per goods locomotive and is a measure of earning potential of an engine Likewise, the net ton mile per wagon day gives the earning potential of a wagon I would not like to discuss all these items here The hon Members will find all that information in the detailed statistics contained in the Volume, Indian Railways, 1957-58 I would only refer to two important statistics which sum up the performance both of the wagons and engines and are internationally recognised The net ton miles per wagon day shows steady improvement both on the broad gauge and the metre gauge This has gone up from 463 in 1951-52 to 580 in 1957-58 on the broad gauge and on the metre gauge from 198 to 225

Shri Asoka Mehta has made certain comparisons with America where the

distances are somewhat similar to ours and our figures are comparable. The comparable figures are:

Net ton miles per wagon day,

U.S.A. in 1957, 976 in short tons of 2,000 pounds;

India, in 1957—586 in long tons of 2240 pounds.

Average carrying capacity per wagon, U.S.A. 54·5 short tons, India, 22·2 long tons. Equated net ton miles per wagon day adjusted to the average carrying capacity of the Indian B G wagon: U.S.A.,—355; India, 586. Our figures are thus quite favourable considering the average carrying capacity of our B.G. wagons. The 'Net ton miles per goods locomotive day' shows an improvement of 33 per cent between 1950-51 and 1957-58 on the Broad Gauge and 50 per cent on the metre gauge. If we take into consideration the average tractive effort, and equated results are worked out, the improvement on broad gauge is 21 per cent and on metre gauge, 43 per cent.

He has particularly referred to the 'Engine miles per engine day' figures and stated that comparatively it is very much lower than the corresponding figure in the U.S.A. and Russia and that our performance at present is what it was in those countries in the thirties of this century I will say that our performance is quite satisfactory because 30 years ago, in those countries, traction was steam traction and at present their traction is not steam traction, but it is diesel traction. That margin will have to be allowed. So, it is quite natural that what their performance was 30 years ago is our performance today, because, the majority of our locomotives are steam locomotives and we use steam traction. I will give certain figures. In our case, the results are based on the use of steam locomotives. The average effective output per day does not exceed about 13 to 14 hours whereas in the case of U.S.A., there are very few steam engines in use. A diesel engine or an electric engine can be effectively used for 22 hours out of 24 as against a steam engine which can only be used for 14 hours. This largely accounts for the disparity in the Engine mile per engine day figures. A few diesel engines that we have got are also working for 22 hours. We are, however, not at all complacent about this matter. Every effort is being made to improve the speed of goods trains which, of course, largely depends on the completion of the doubling works. As the House may be aware, even after a new double line is through, it takes some time to complete signalling and inter-locking and a season or two must pass before full speed can be allowed. By the end of the Plan period, however, full benefits of line capacity works which have been taken in hand will accrue and I hope speeds will show tangible improvement of which there are already some indications. This will correspondingly be reflected in the average mileage per engine day.

Shri Asoka Mehta also commented on the disparity in the increase in earnings between 1954-55 and 1958-59, on the one hand, on the Western and Northern Railways and on the other, on the Eastern Railway. So far as the Eastern Railway is concerned, owing to its bifurcation in 1955, the financial position could not be completely separated between the new Eastern Railway and the South Eastern Railway. We must, therefore, when revising the results, take the earnings of both the Eastern and the South Eastern Railways together If this is done, it will be found that the actuals of the combined Eastern Zone in 1954-55 were Rs. 76·60 crores whereas the anticipations in 1958-59 when combined work out to Rs. 53·17 plus 51·95 105·12 crores, which shows an increase of about 37 per cent

The impression which Shri Asoka Mehta has formed that the rate of increase in the railway earnings in y particular area represents the

[Shri Jagjivan Ram]

economic prosperity of that area, perhaps, is not tenable I wish we could read the economic conditions, whether that is stagnant or progressive from the working of the Railways But, that will not hold good because a large proportion of railway earnings accrue from through traffic for which the prosperity of the area itself is not concerned Quite a large volume of imported foodgrains traffic which originated in Bombay and moved over the Western Railway does not represent the productivity of that area itself Then, again, the nature of productivity is also an important factor In the case of the Eastern Railway, the main originating traffic is coal and the incidence of freight is low The hinterland served from Calcutta also leads to a short-lead traffic as compared with hinterland served from Bombay Port, which again leads to disparity in earnings I would, therefore, suggest that no clear inference is possible of the prosperity of any particular area purely from railway earnings of that area

He had made one suggestion that there should be something presented to the House regarding the performance of the Railways I have been examining that I do propose to present something to the House regarding the performance of the Railways, not in the next Budget session, but even before the next Budget session That will give an idea of the performance of the Railways and we can, of course, draw many inferences about the economic conditions of our country from the performance of the Railways I will try to make it as useful as it can possibly be

My hon friends Shri A K Gopalan, Shri A C Guha, Dr Krishnaswami and Shri Mahanty made reference to the Railway Plan and its implementation While generally conceding that the total allotment of the Plan would be spent, they were apprehensive of the fulfilment of the physical targets and sought information regarding the adjustments made in the Railway Plan As I explained in my Budget speech, the Railway Plan has had to be adjusted not only because of the limitation in resources and the difficulty in foreign exchange, but keeping in view other factors such as trends and pattern of traffic, and progress in other sectors of the national economy I might mention that when the Second Five Year Plan was drawn up, the data available to the Railway Ministry on the basis of which proposals for development of new lines, doubling of the existing lines and dieselisation and other schemes were taken up, was not exactly firm and on this account, some re-adjustments became inevitable In the light of appraisals and re-appraisals of the Second Five Year Plan as a whole prepared by the Planning Commission, the Railway Plan has been under constant review and examination, and necessary adjustments and rephasing adopted This necessitated changes in the outlay of funds proposed for the various schemes of the Railway plan In carrying out the changes, however, it has been ensured that the needs of the traffic are fully met and that the safety aspects are not affected The allotment for railway users and for staff welfare works will not be curtailed

In the case of rolling stock, while the original allocation was placed at Rs 380 crores, it is now estimated that we shall have to spend about Rs 430 crores This revision is to accommodate the increase in cost and probable additional wagons which may be required if traffic materialises in excess of 162 million tons We are preparing ourselves to carry an additional 6 million tons or so over 162 million tons

As against the Plan target of 2,364 steam locomotives, the procurement programme is to place on line 2,161 locomotives inclusive of 178 diesels which have a much higher perfor-

mance. As regards wagons, it may be necessary to procure 6,000 wagons more for handling the additional traffic.

As regards coaching vehicles, the programme has been curtailed and it is now proposed to procure 8,838 coaching vehicles on additional and rehabilitation account. The shortfall will be compensated by keeping on line some of the over-aged stock by heavier repairs and more intensive maintenance. Progress of receipts of rolling stock is very satisfactory, figures up to December 1958 being over 72,000 wagons, 3,890 coaching vehicles and 1,401 locomotives.

The House will be perhaps glad to know that our position regarding metre gauge wagons is very comfortable. Today we are in a position to export, and as a matter of fact, we are exploring the possibility of exporting, some of our metre gauge wagons. The State Trading Corporation is taking certain steps in this matter.

Shri Bishwanath Roy (Salempur): Regarding supply of wagons for sugarcane in eastern U.P. there is much difficulty and the sugar-cane growers have to face so many troubles

Shri Jagjivan Ram: It is not due to the shortage of wagons, but it is due to the shortage of line capacity.

In respect of line capacity works, the allocation of Rs. 186 crores would be retained. However, the extent of doubling provided in the Plan would be rephased, limiting it to 1,300 miles out of 1,600 miles included in the Plan. The reduction will be achieved by resorting to patch doubling for the time being on certain sections. But this, however, will give the required section capacity for the present requirements. In view of their importance both from the safety angle and for traffic capacity, it is not proposed to make any curtailment in the track renewal programme, and the necessary funds have been re-allocated to cover the increase in costs.

On the subject of new lines I would clarify that the 842 miles included in the Plan were mainly to serve the needs of traffic in connection with the development of coal and steel. The lines in progress so far aggregating 424 miles constitute essential lines required for the present. In addition to completion of these new lines, work will also be completed of over 400 miles of line on which the construction commenced in the First Plan.

In so far as electrification is concerned, the Plan envisaged electrification of 826 miles on 3,000 volts D.C. system. The mileage proposed was revised upward to 1,442 miles on the A.C. system, but having regard to the immediate needs of traffic, the work is being re-phased to suit the anticipated demand of traffic during the Second Plan. It is expected that about 800 miles of electrification would be completed during the Plan, while work would be in progress on the balance. The expenditure of Rs. 675 crores for the three years on the Plan represents about 60 per cent of the total plan allotment for the railways. This includes the value of construction material collected and to be drawn up for the execution of the works next year. The physical progress corresponding to this expenditure, I may assure the House, has not lagged behind, and it should be realised that a large number of works are in various stages of construction and completion in addition to the works and assets already completed.

In regard to some of the detailed figures quoted by Shri Bharucha—whenever Shri Bharucha speaks, he brings his knowledge to bear on several aspects of the Railway Budget—I would like to explain the position The third class earnings which were about Rs. 95 crores in the year preceding the Second Five Year Plan, i.e., 1955-56, went up to nearly Rs. 106 crores in 1957-58 and, though

[Shri Jagjivan Ram]

estimated now for the current year at about Rs 103 crores, are expected to go up to about Rs 105 crores in 1959-60 The position cannot be said to be altogether static.

In the upper class passenger earnings also, there has been some improvement over the figure of Rs 12 85 crores in 1955-56, and the figures in the revised estimates of 1958-59 and the Budget estimates of 1959-60 are Rs 13 47 and Rs 13 52 crores respectively I do not know how he referred to an increase of only 20 per cent in goods traffic receipts in the course of four years The increase in goods earnings anticipated in 1959-60 over the figure for 1955-56 will be more than 50 per cent, i.e, Rs 272 58 crores against Rs 180 28 crores

Shri Naushir Bharucha (East Khandesh) It is all anticipation I have calculated the difference between Rs 203 and Rs 245 crores.

Shri Jagjivan Ram: Anticipation only for the Budget, not for the current year

Similarly, the increase of 13 million tons lifted by the railways which he referred to was an increase in two years interval only and not in three years—137 million tons anticipated in 1958-59 as compared to 124 million tons in 1956-57 The increase in the tonnage of goods over the figure of 114 million tons lifted in 1955-56 *i e* in three years would be 23 million tons

He has made special mention of the increase in working expenses, in repairs and maintenance and under operation fuel Page 64 of the Explanatory Memorandum on the Railway Budget 1959-60 no doubt indicates an increase in operation fuel from about Rs 27 crores in 1956-57 to Rs 48 crores in 1957-58, but he will find an explanation for the difference of about Rs 11 crores if he will refer to paragraph 13 (vii) of the Explanatory Memorandum on the Railway Budget for 1957-58 which was part of the White Paper on the Railway Budget for 1957-58 presented to Parliament in March 1957

Shri Naushir Bharucha: But you say you yourself are not satisfied with that explanation

Shri Jagjivan Ram: I will not go into the details of that I will refer him to that only

As regards his reference to the need for rationalisation of workshop procedure with a view to controlling expenditure on repairs and maintenance and fixation of norms of work and for issue of stores, I invite his attention to paragraph 37, page 17 of my speech in which I alluded to the setting up of a productivity cell recently for this very purpose

The increase in capital-at-charge since 1955-56 is not Rs 910 crores as assumed by Shri Naushir Bharucha This is only the total of the Plan outlay in the year 1956-57 to the year 1959-60, but out of this a sum of Rs 408 crores is expenditure charged to Open Line Works-Revenue Depreciation Fund and Development Fund which were accepted by the Parliamentary Committee on Railway Convention as being non-revenue earning heads and therefore not chargeable to Capital Shri Lal Bahadur Shastri, while introducing the Railway Budget of 1956-57, made it clear in his speech that only Rs 680 crores of the railway's Second Plan provision were chargeable to Capital Shri Naushir Bharucha himself admitted that all the investments do not go to form the capital-at-charge But I did not follow his further allusion to nearly Rs 300 crores of assets retired as worn-out, for which no depreciation has been provided The increase in capital-at-charge over the figure of Rs 966 crores on 31-3-1956 is about Rs 500 crores The ratio of increase in net traffic receipts from Rs. 58.07 crores in 1955-56 to Rs 93.21 crores in

1959-60 or in the quantum of traffic is not disproportionate to the increase of capital-at-charge from Rs. 968 crores to Rs. 1,473 crores in this period.

I appreciate his concern that the present annual contribution of Rs. 45 crores per annum to the depreciation fund is not sufficient. The consideration on which the present contribution of Rs. 45 crores per annum was fixed was indicated in para 17 of the speech of Shri Lal Bahadur Shastri when introducing the Railway Budget for 1956-57. Government will certainly consider the question of augmenting the contribution as necessary when the railway surplus increases with growth of traffic. All the aspects of this matter will be put before the forthcoming Parliamentary Committee on Railway Convention to whom this matter amongst others will be remitted.

He also referred to the temporary loan of Rs. 22 crores in the two years 1958-59 and 1959-60 from the general revenues to finance the Railway Development Fund. I tried to explain this at some length in my budget speech. The fund now is not for development in the sense of construction of new lines According to the report of the Railway Convention Committee, 1954, the cost of certain operating improvements and railway users' amenities as well as labour welfare works is charged to this fund. The intention of the 1954 Railway Convention committee evidently was that non-revenue-earning works of the nature referred to should not be charged to capital, involving recurring dividend liability for the railways. It can hardly be expected that the total cost of such works which are really of a capital nature should be met entirely out of the revenue surplus from which solely the development fund is fed

For the execution of the Second Five Year Plan, it was estimated that an expenditure of not less than about Rs. 92 crores would fall on this fund, and even when the expectation of outlay was much less than this, the Railway Convention Committee, 1954, had explicitly provided for such loans from general revenues being taken, when having regard to the magnitude of the amount involved, such a course becomes necessary.

He has asked for clarification as to the purpose for which the Revenue Reserve Fund should be utilised. This was made clear in the recommendation of the Railway Convention Committee, 1949, which has stated that the scope of the revenue reserve fund in future should be limited to the dividend equalisation that is, ensuring payment of the fixed dividend, and bridging any budgetary gap in the undertaking.

In regard to Shri Naushir Bharucha's suggestion for introducing diesel and electric traction to economise on coal, I may assure him that these matters are receiving attention The measures in hand in this connection were briefly referred to in my Budget speech. I may further inform the House that recently we invited tenders for the supply of diesel engines. One of the conditions in the tender was that they will have to manufacture diesel locomotives in collaboration with Indian partners. The tenders have been received, and they are being further examined. The intention is that diesel locomotives, especially diesel engines, should be manufactured in the private sector in collaboration with foreign firms. So far as the electric locomotives are concerned, the intention is to manufacture them in the public sector, most likely, in the Chittaranjan. The mechanical and other parts will be done there, and the electrical parts will be supplied by the Heavy Electricals Factory at Bhopal.

श्री बिनती मिश्र (बक्सर) : मीटर गेज के लिए भी बनेंगे ।

Shri Jagjivan Ram: Of course The idea is to have diesel for the metre gauge also Metre gauge will not be ignored in this respect

I have covered most of the financial and operational aspects Certain other aspects which were raised in the House were covered by my hon friend the Deputy Minister yesterday

Shri Jagdish Awasthi (Bilhaur) What about the contract that was signed between the Railway Board and the private firm of Kanpur to supply 250 railway wagons, worth about Rs 28 lakhs?

Shri Jagjivan Ram: I shall come to that also I am dealing with important matters first

Shri Jagdish Awasthi: It involves a sum of Rs 28 lakhs

Shri Jagjivan Ram: If I shall explain, the hon Member will realise perhaps that I am dealing with aspects which are more important than this

My hon friend Shri Frank Anthony when he spoke on the Budget was swayed more by sentiment than by reason And when one is swayed by sentiment and sentiment alone one loses his feet and he did that

Shri D. C. Sharma (Gurdaspur) He has no sentiments

Shri Jagjivan Ram: I am sure that perhaps if he will read his speech he will realise that I do not want to comment much on that

According to him, class IV staff have lost all sense of discipline, class I officers are a relic of colonial traditions

Shri Frank Anthony (Nominated-Anglo-Indians) Definitely

Shri Jagjivan Ram: class II officers are frustrated because they do not get quick promotions to class I, and class III staff do not do the work So, according to him, all the grades of the railway employees, whether they are class IV or class I or any other are not working, due to one reason or the other That is a description of the railways which hardly any sane man will accept He said that today, two to two and a half men were doing the work which was previously carried out by one person It is not borne by statistics or figures, of growth in the work on the railways, which Shri Frank Anthony may himself check from the figures available with him This colonial tradition is a pet phrase which perhaps he is not in a position to shake off whenever he speaks on the railways, he has used this phrase I was looking into his speeches for the last six or seven or eight years, and I find that it has sat on his head

Shri Frank Anthony. It is still there The hon Minister would not remove it

Shri Jagjivan Ram If the class I officers have got any tradition I am here to speak with personal knowledge they have a tradition of devotion to duty and hard work But for their devotion to duty and hard work the Indian Railways would not have functioned Then, again, to say that class IV staff are indisciplined they do not listen to anybody

Shri Bimal Ghose (Barrackpore) Raise their salaries

Shri Jagjivan Ram: is not correct The railways will not move one yard if all the class IV staff are so indisciplined

Shri Frank Anthony: I did not say about all I only said that indiscipline has largely spread among the class IV staff I never said about all

Shri Jagjivan Ram: Even if, as he says, it has largely spread over, the railways will not move one yard

Shri Frank Anthony: They move very slowly.

Shri Jagjivan Ram: So, why exaggerate things like that to an absurd extent?

He said that there has been quick promotion of class I officers; there has been, in the very nature of the things. As for the class II officers, I do agree that they are the backbone of the railways, and we always see that they also get their due share in promotion. We have a rule by which 33 ⅓ per cent of the vacancies in class I are reserved for the class II officers. These vacancies can be filled only by promotion from class II, and I am sure, Mr. Anthony is aware of it.

12 hrs.

Shri Frank Anthony: I am aware of other things too. I won't interrupt. I will deal with this when I am speaking on the cut motion.

Shri Jagjivan Ram: I might add that last year a total of 121 class II officers were selected for promotion to class I. Against 1,473 sanctioned posts in class II, 1,792 officers are working and 300 of them are today officiating in the senior scale

He also complained about the disposal of cases. It will be no exaggeration if I say that from among the Members of Parliament, the largest number of letters was received from Mr. Anthony. (*Interruptions.*) I admire his perseverance; I admire the time and amount of labour he puts in for representing the cases of all these persons. I admire him for that. (*Interruptions.*) But the only thing is this. Sometimes these cases are of individual employees which have been examined by successive Ministers, not once or twice but any number of times. They are cases of grievances of individual employees which have been examined by Mr. Santhanam and Mr. Gopalaswamy Ayyangar, by Mr. Alagesan and Mr. Lal Bahadur Shastri and replies have been sent. But the cases will not be closed unless the decision is taken to the satisfaction of Mr. Anthony. So, his grievance remains pending. There is no doubt that there will be no finality unless the Administration sees in the same way as Mr. Anthony sees it. That is my difficulty.

He makes a complaint or grievance that the General Manager of the Southern Railway, returns a case to him whenever he sends one to him, and requests him to send the case to the Minister. Well, the General Manager is not to blame. There has been a letter issued by the Minister of Parliamentary Affairs indicating at what level the Members of Parliament could correspond. And, the General Manager of the Southern Railway does nothing more than what that letter seeks to lay down. I have also requested our General Managers that they can use their discretion and send replies to the Members of Parliament, if it is a matter of some public importance. But, if it is a case of the grievance of some individual employee, they may, well, politely request the hon. Member of Parliamentary to take up the matter with me. The General Manager of the Southern Railway is following the instructions I have communicated to him.

I receive letters from Mr. Anthony and I do attach due importance to them. I may assure him and all other hon. Members of this House that whenever I receive any communication from a Member of the House I do examine the case. Sometimes, it takes very long because references have to be made to the Railways or to the Divisional offices. But I assure them that I do examine all the cases and I try to reply to all these letters personally. It might be that in certain cases, in order to save time, some letters are issued over the signature of some officer of the Railway Board. But, in a majority of cases, even to Mr. Anthony, I have been personally replying the letters.

[Shri Jagjivan Ram]

The real difficulty with my hon friend Mr. Anthony is that his union is not a recognised one. And, perhaps, it may not be possible to give recognition to that union, not because there is any idea of any discrimination but because the recent trend among the railway employees—and that is causing great anxiety to me—is that a number of functional unions and associations have been organised And, if you look to the number of cut motions of which notice has been given, you will see that several of them urge recognition for such unions If all the unions are recognised, they will cut at the very root of trade unionism among the Railways The demand is for the recognition of All India Station Masters' Association, the All India Ticket Examiners' Association, the All India Drivers' Association, the All India Commercial Clerks' Association, the All India Ministerialist Staff Assocation so on and so forth, and I do not know how many functional unions will grow They will, as I have said, cut at the very root of trade unionism in the Railways Therefore, it is better that this process of disintegration is checked in time and the process of consolidation of the railway employees starts This brings me to the claims of the two Federations

At present, even if I do accept the claims of the two Federations, and the figures given by both of them—one claims that its membership is 3 lakhs and the other also claims that its membership is 3 lakhs—the total membership of both the federations will be only 6 lakhs, out of a total strength of nearly 11 lakhs of railway employees Some of their members do include a number of porters, who are not Railway employees and are not included in this strength of the railway employees

Shri Hem Barua (Gauhati) You have accorded recognition to one Federation and excluded the other You said that both claim a membership of 3 lakhs each If that be so, why is it that you have accorded recognition to the National Federation to the exclusion of the other?

Shri Jagjivan Ram: I am coming to that Will my hon friend have patience because I have just started dealing with this? Even if I accept the figures given by both of them as correct, the total number of railway employees who are unionised will be 6 lakhs, out of a total strength of 11 lakhs It means that more than 40 per cent of the Railway Employees are not unionised It is not a very satisfactory state of affairs As I said, the process of disintegration has started in the formation of these sectional and functional unions And, if these unions are recognised—I am resisting the demand for the recognition of these sectional and functional unions—then, trade unionism on the Railways will be finished more or less

Shri Nath Pai (Rajapur) What do you think is the reason for this sad state of affairs? Is it not true that the fact that you encourage the wrong union and discourage the right union discourages the average employee from joining it?

Shri Jagjivan Ram: It may be that both the Federations are trying to encourage these functional unions I have requested them to desist from this But I find that both these Federations are trying to encourage these functional unions Perhaps, they are not aware that at one time these functional unions will eat up the Federations themselves I want to make it clear

Shri Frank Anthony: Because they have no confidence in your National Federation That is the trouble

Shri Rajendra Singh (Chapra) The hon Minister says that both the All India Unions

Shri Jagjivan Ram: I have not yielded. What is this?

Mr. Speaker: The hon Minister says ie will come to it and explain. Hon Members will wait and see There are Demands for Grants also

Shri Nath Pai: We try to keep the engines on the track, Sir

Shri Jagjivan Ram: My hon friend Shri Hem Barua has put the question why we have recognised one Union and not the other I have done nothing When I took over the position was that one union was recognised and the other was not in existence

Shri Hem Barua: Are you just trying to shelve the matters and shelve the responsibility?

Shri Jagjivan Ram: I am explaining the position the historical facts as they stand because the hon friend put the question to me as to why one is recognised and the other is not I am telling him that when I took over one was recognised and the other was not n existence You will mark this position After the unity agreement when Jayaprakashji took the move in the matter, only one federation i e the National Federation of Indian Railwaymen remained and the All India Railwaymen's Federation ceased to exist The dispute of the two factions which was referred to as the Madras Group and the Bezwada Group was not that of the All India Railwaymen's Federation They were two groups of the National Federation of the Indian Railwaymen One was the Vasavada group and the other Guruswamy group At that time there was no AIRF When these two factions of the N F I R could not combine together the unity move or the compromise formula between the two failed, then the Guruswamy group revived the AIRF in 1957 A strike threat was given and something like that was done I have tried in my humble way to see whether unity can be effected between the two At one stage I thought it was very near success I must admit that for the time being I have failed in achieving this unity But I am not pessimistic I am still hopeful when everybody says and declares that in the interest of the railwaymen unity is essential Whether it is those who owe their allegiance to the AIRF or it is those who owe their allegiance to the NFIR, both of them declare that unity is essential in the interest of the railwaymen Therefore, I feel encouraged and optimistic In this House also everyone feels that unity is necessary I am encouraged that given the will from all directions, it is not impossible to achieve unity among the Indian Railwaymen When the unity formula was given and when the question of arbitrator and observer was raised, there was one commitment on my part. A channel of representation was demanded by the AIRF, and I had suggested at the time of the unity agreement itself a provision for a channel of representation I was committed to this that in case this channel of representation failed, I would provide a channel of representation to the AIRF so that it may approach the Railway Board and the Railway Ministry I have done that

Shri Nath Pai: Sir, may I point this out? He was modest enough to claim that the failure of the unity talks was due to him But this is what the arbitrator whom he had appointed has said it is the intransigent and persistent refusal of the INTUC that stood in the way of bringing about unity to which you have been paying such a fine tribute This is the sentence in the arbitration report The NFRI cannot legally take the stand which it has taken These are the words, not of a representative of the AIRF but of the arbitrator whom you appointed and whom both sides had agreed to

Shri Jagjivan Ram: But what are you driving at? I am not apportioning the blame

Shri Asoka Mehta: If you will permit me, I want to say this So long as one union or one federation is assured of recognition and support from the administration, it can behave in a manner in which a responsible body

[Shri Asoka Mehta]

should not behave. It is necessary for the Minister to make it clear that if even before an arbitrator a federation is not willing to function as it is expected to function, it cannot take its recognition for granted. I am not suggesting to take away anybody's recognition but recognition is not something which is somebody's birthright so that somebody can misbehave and still continue to have that recognition. Unless that contingent threat is there, this problem is not going to be solved.

Shri Jagjivan Ram: I agree that it is not anybody's birth right to have recognition. I am giving the historical facts and I am not at present blaming this federation or that. It will not be fair or correct to say that I have no opinion about one federation or the other, but I do not want to say that at this stage because certain schemes that I have in view may be prejudiced by that I was saying that I have provided virtual recognition to the AIRF Recognition to the unions on the railways is granted by the General Managers. They can correspond, approach and discuss with the General Managers. Recognition to the All India federation is accorded by this Government or by the Railway Ministry and then they are free to approach the Railway Board or the Government and discuss and correspond with them. The AIRF has received virtual recognition though not formal recognition. They are free to correspond with the Railway Board and the Minister and they do receive replies from us. Not only that. They meet the Railway Board regularly and they write and represent and they receive replies. The question is when the formal recognition should come, and I will request the House to leave that to me for some time I have certain schemes, and if I succeed, that will be better for the railwaymen and for the trade union. I do not want to discriminate between any unions, and by the action I have taken during the last two years it should be clear that political considerations do not weigh with me in my dealings with the unions of the railwaymen.

Shri Nath Pai: Not very often and not very heavily.

Shri Jagjivan Ram: I say it does not at all weigh with me.

Shri S. M. Banerjee (Kanpur): There is only one union in the Chittaranjan Loco Works. There is no parallel union. May I know the reason why that union is not being recognised?

Shri Jagjivan Ram: So you must remember that if there is only one union and no other, it is not a question of discrimination as you are also aware, that in Perambur also there is one union One union belongs to one federation and the other to another federation. Both of them have not been recognised. If I had recognised one union and not the other, you could blame me of discrimination As I was saying, there has been no discrimination I am considering the question of Chittaranjan and Perambur and a decision may be taken in due course

Shri Rajendra Singh: What about the Dhakshina Railwaymen's Union?

Shri Jagjivan Ram: I think if my hon friend will try to deal with the union with which he has connection, it will be better for him.

Shri Braj Raj Singh (Firozabad): He has got into the All India Union.

Shri Jagjivan Ram: I will advise him to read the history of the developments that have taken place regarding the Trade Unions on the Southern Railway.

Sir, I have dealt briefly with the question of retrenchment. There is no intention at all, as I have said,—I want to reiterate it—to retrench any railway employee but at times misapprehensions are created among the staff. I will see that not one single

railway employee is retrenched due to measures of economy. But we have taken certain measures Shri Vajpayee was reading a paragraph from one of the letters issued to the General Managers of Railways by the Railway Board. I do not know how he managed to get that letter But there also what was indicated was that the General Managers should be cautious to see that the working expenses do not become disproportionately higher than what the traffic demanded There was nothing wrong in that And, that letter produced its results The trend was arrested In certain railways which were showing a trend of running into deficit, that trend was arrested

Therefore, what I am saying is, even though we have issued instructions that the posts which have remained unfilled for a few months and which are not necessary should not be filled, even though we are taking all those steps I may assure the House that there is no intention to retrench any single railway employee Of course, somebody pleaded the cause of casual workers At present more than 2½ lakhs casual workers are working under the Railways on various projects and various other activities It will not be possible, even if we have the intention and the will to do it, to absorb 2½ lakhs of people on the Railways But in the Central Government we have got this procedure, that whenever any project comes to an end we do circulate the names of retenched employees to various employing ministries or new projects that are likely to be started requesting them to absorb as many of the retrenched people as possible Beyond that, it is not possible to absorb all the casual workers who may on some occasion or the other be called upon to work on the Railways temporarily

Shri Gopalan raised the question of the Code of Discipline. One should not forget that there is a difference between the private industry and the Railways On the Railways we have many things established which do not exist in the private industry We have channels of representation, channels of appeal, first appeal, second appeal, and then the employees may approach the Minister or even the President All these facilities do not exist in the private industry So the Code of Discipline was drawn up specially for the private industry We have, no doubt, extended the scope of that Code of Discipline to companies and corporations run by the Central Government, but the application of that Code of Discipline to departments directly run by the Government itself has not been finalised—perhaps, the Labour Minister is considering that question

But I may bring another aspect to the notice of those interested in the trade unions on the Railways, that when this Code of Discipline was drawn up and discussed the Railway labour was not a party to it That aspect one should not forget Though the Railway Ministry as an employing Ministry was consulted, there was no occasion for the Railway employees to consider that Code of Discipline, because they were not invited to the tripartite Labour Conference where this Code of Discipline was drawn up and discussed Therefore, at some stage it will be necessary for the Railway labour themselves to consider it whether it will be in any way advantageous to them over the existing provisions that they have got for the various matters dealt with by the Code of Discipline

Shri S M Banerjee: Recently the Labour Minister called a conference of the public sector undertakings May I know whether the Railways were also invited to that conference, if so, what was the reason why the Railways did not participate there when they want to participate in the other conference?

Shri Jagjivan Ram: So far as the official side is concerned we were invited and we did participate But, as I have said, so far as the companies and corporations of the Government are concerned the Code of Discipline was made applicable to them. So far as the undertakings which are

[Shri Jagjivan Ram.]

run departmentally are concerned, the Government rules and regulations and terms and conditions of service are all applicable to them. There is a difference between the two. All the terms and conditions of service of a Government employee are not applicable to those people who are employed in companies and corporations, whereas they are applicable to the people employed in undertakings run departmentally by Government. That is why this Code of Discipline has been made applicable to companies and corporations run by the Government. Whether it should be made applicable or not to the undertakings run departmentally by the Government is still under consideration.

13.27 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Then, a question was raised last year and I had given an undertaking that the cases of employees suspended under the national security rules will be examined by me. Nearly 52 cases were pending and pending since long years—since 1948, 1949 and 1950. I have personally gone into all those cases I think Shrimati Parvathi Krishnan was interested in that As I said, there were 52 cases and all those cases have been finalsed Out of these 52 cases, 27 employees have been reinstated as a result of the examination in which I personally went into the matter

Shrimati Parvathi Krishnan (Coimbatore): How many of them were served notices under rule 148?

Shri Jagjivan Ram: These 27 are not going to be affected on that account, but 22 employees have been discharged. When after examination it was found that it is not possible to reinstate them they had to be discharged, and they were discharged under rule 148.

Shri Tangamani (Madurai): What happened was, there was an order for their reinstatement, and ten days after that order another order under rule 148 was served on them.

Shri T. B. Vittal Rao (Khammam): Before they could resume their duties they were sacked.

Shri Jagjivan Ram: That is what I am telling you very frankly, that after examination it was found that it was not possible to reinstate 22 people. Now, whether to dismiss them or to terminate their services was the question. I personally felt that it will be advantageous to them if their services are terminated under rule 148.

Shri S. M. Banerjee: What is the difference?

Shri Jagjivan Ram: If you will examine it you will yourself find that there is a lot of difference between dismissal and termination. Shri Banerjee who is himself a trade union leader knows the difference between termination and dismissal

Shri S. M. Banerjee: I know it I was mlyself dismissed

Shri Jagjivan Ram: I personally felt that termination will be more advantageous to them than dismissal

Shri Braj Raj Singh: For him dismissal has been advantageous, because he is here.

Mr. Deputy-Speaker: Order, order This may be an exception, not a rule

Shri Jagjivan Ram: Recourse has been taken to rule 148, and the services of some people were terminated. I also agree that in such cases recourse should not have been taken to rule 148. But, as I have explained, I was myself responsible for recourse having been taken to rule 148 in these cases so that they may have this benefit of termination of services and not dismissal from service. But I have told the trade union leaders themselves that whenever action will be taken under rule 148, they will go either to the Board or to me, and "I will tell you the reason for taking this action." In a few cases I have informed them and they had been

good enough, after the reason was explained to them, to agree to the decision. I offered to them that "if you feel that some injustice has been done on this score, and after satisfying yourself, if you will come and ask me, I am always prepared to review their cases". But we are taking action in regard to corruption cases, accidents and cases of grave indiscipline involving violence I do not want to keep it a secret We are taking action, but that number will be very small I offered to Shri Peter Alvares that "whenever you feel, and have personally satisfied yourself that the official against whom action has been taken is not corrupt, I am always prepared to review the case"

Shri Nath Pai: Have you read the judgment in this connection? Spiteful action was taken and people were removed from their jobs, Shri Banerjee and another, for instance,—Ayurveda Ratna, I Class, Burdwan People were removed, and there have been spiteful cases of removal Generally, what you said is the pattern, but these instances should be brought to your notice

Shri Jagjivan Ram: I have been that I may, at this stage, refer to another point Quite a number of questions have been raised by hon Members regarding timings of trains, missing of connections, opening of certain train halts, flag stations, providing certain amenities at stations, etc It will not be possible for me—though I have got the necessary brief—to go into all these details What I am proposing to do is this I have already written to the Minister of Parliamentary Affairs about it The idea is, the Members of Parliament, coming under the jurisdiction of a particular zonal railway will meet together informally with me and I will invite the General Manager of the zonal railway concerned At that meeting not only these things to which the questions related but other things also concerning the zone and the nearby areas may be considered, so that the time of the House may not be taken up by most of those items which are raised here

Some Hon. Members: That should be circulated to the hon Members.

Mr. Deputy-Speaker: There has been enough circulation now at least.

Shri Jagjivan Ram: So, I think that will avoid much of the time taken for discussing those matters of local importance in the House We can deal with those matters when we meet at the informal gathering My idea is to have at least one such meeting every year with the Members of Parliament and the General Manager concerned It may be for *half an hour—or three hours.* My idea is, if the meeting continues it may continue for three days even

एक माननीय सदस्य अगर सिक्स मंथली हो तो बड़ा अच्छा ।

Shri Jagjivan Ram: If it is necessary, we can have it once in six months That possibility cannot be ruled out

Now, I come to the point raised by Shri Awasthi He mentioned a firm in Kanpur and he has reminded me about it I will give him the details. There are two firms there—Messrs Singh Engineering Works, (Private) Ltd, and Messrs J and K Industries, Kanpur,—who were recommended by the Railway Equipment Committee for placing of educational orders on them for the manufacture and supply of wagons Educational orders dated 30th January, 1957 and 10th July, 1957 respectively were placed with them for 250 broad-gauge wagons at a price of Rs 11,539 per wagon The total value of each of these orders was Rs 28 84,750 The terms of payment are payment of 90 per cent of the billing price for each wagon will be made on the authority of certificates issued by the Deputy Director of Inspection, DGS & D Kanpur Payment of the balance of 10 per cent of the billing price will be made on certification by the consignee when the wagons have

[Shri Jagjivan Ram]

been received in complete condition and good working order. The firm has already furnished a bank guarantee from a recognised bank for ten per cent of the value of the contract valid for twelve months from the date of placing the wagon in service to cover the guarantee, and so on Now, I will not go into the details, but as I said, these are educational orders. We wanted to create an additional manufacturing capacity in the country, and so orders were placed with 10 or 11 firms. Some have made progress and some have not shown much interest in the matter.

Shri S. M. Banerjee: My information is only this. Previously these orders were practically being placed with the ordnance factory at Kanpur. Suddenly, these were shifted to the private section as in Singh Engineering Co., which was given this order in the present case. I want to know whether they have completed anything, and how and why the contract has been renewed

Shri Jagjivan Ram: I will explain This is an educational order, and any capacity that exists in the country, whether in the public sector or in the private sector, is being fully utilized It was only with a view to create additional capacity that educational orders were placed

Shri S. M. Banerjee: Why not it be with the ordnance factory in Kanpur?

Shri Jagjivan Ram: I say that whatever capacity exists in the country is utilized. If there was enough capacity in the country there was no necessity for creating additional capacity But the position is this No payment has been made and no payment is going to be made.

Shri Jagdish Awasthi: I want to know whether any wagon has been completed or not.

Shri Jagjivan Ram: This is an educational order. Not much progress has been made.

Shri Jagdish Awasthi: The contract has been renewed. Why? I want to know the reasons for that.

Shri Jagjivan Ram: My friend is not listening to me. I am saying that not much progress has been made by Singh Engineering Company and not much interest has been shown by J K. Industries. The position is this. As I said, it is an educational order, and additional capacity has to be created in the country. A limitation of time has not been placed. There were a few other firms also. I have not got the information with me now, but I remember there were a few other firms in Bombay, Calcutta and in Delhi also, with whom orders were placed. But they have not shown much interest in it. So, no money has been paid; no advance is going to be paid But if they were so interested and if they do the work, the condition that I have already referred to will be applied to them

Shri Braj Raj Singh: I am told that the Uttar Pradesh Government has advanced a loan of Rs 50 lakhs, with the concurrence of the Railway Minister, to Singh Engineering Co Ltd. I want to know whether it is a fact.

Shri Jagjivan Ram: I am not aware of it

Shri Jagdish Awasthi: A loan was advanced by the Uttar Pradesh Government . .

Mr. Deputy-Speaker: When the hon. Minister says that he does not know, what is the use of asking the question again? The hon Member may resume his seat

Shri Jagjivan Ram: I have said I have no information about the loan the Uttar Pradesh Government is said to have provided for them.

Now, it has become a tendency in certain sections to raise matters unjustifiably and even with the intention of vilifying persons in authority. For instance, it was said that Allahabad station was being constructed because the Prime Minister and the then Railway Minister hailed from that State.

Mr. Deputy-Speaker: It was said that at that time, when the decision was taken, the Railway Minister also belonged to that State

Shri Jagjivan Ram: I think these remarks should not be made Again, it was said that because I come from Bihar, most of the contracts in U P are being given to the people from Bihar, that lowest tenders from U P are not accepted and higher tenders from Bihar are accepted

Shri Frank Anthony: We are all human

Shri Jagjivan Ram: To say such things is uncharitable and unfair If any hon. Member has got some instance where the lowest tender of any particular person was not accepted and a higher tender was accepted on provincial consideration, it would be better if those instances are brought to you or to me so that I may look into them

Mr Deputy-Speaker: The hon. Minister was not here I took objection to those remarks I had warned the hon Member that such an attitude was not correct, unless he had found it out and verified that any such thing existed But he assured me that he had proofs about it and he could substantiate it Twice I had warned him, but he insisted and persisted in his attitude So, I hope the hon Member has got proof; he must bring it to me sometime at least.

An Hon. Member: He is not here

Mr. Deputy-Speaker: I hope his colleagues would give that information

Shri Braj Raj Singh: We were assured that he has got proof.

Shri Jagjivan Ram: In a huge organisation like this, questions have been raised about the creation of new zones, setting up of Railway Public Service Commissions, etc The railways are playing their own part for the integration of the country and zones have been created on an operational basis There is a demand for a zone for Andhra because it is served by three Railways There are only one or two States which are served by one railway; most of the States are served by more than one railway Andhra is served by three railways, but my State, Bihar, is served by four railways—North-East Frontier Railway, North-Eastern Railway, South-Eastern Railway and the Eastern Railway. So, it is not possible to create zones on considerations of State, it will be absurd to create zones State-wise

Similarly, there are demands that in every State, there should be a Railway Service Commission It will not be possible Then, so long as our Constitution stands as it is, it will not be possible to restrict recruitment to a particular zone or division from a particular State only. There are grievances from many people that their State is not adequately represented in the railway service; the representation is not commensurate with the population or the length of the railway in that State Mr Dasappa is prompting me that Bihar is one of them, yes, of course it is But because I happen to be Railway Minister, I cannot suggest that more recruitment should be made from Bihar.

Similarly, there are thousands and thousands of contracts for vending, catering, tea stalls etc They also cannot be restricted to the resident of a particular State The only thing which has to be seen is whether by giving the contract to a particular person there is any loss to the railways and whether it has been given on the usual terms and conditions.

Shri Basappa (Bangalore): Language is a factor which has got to be given some consideration Otherwise, people have to suffer When, I ask a question, the officials do not know how to answer

Mr. Deputy-Speaker: I thought there was no question of language in regard to Bihar and U P

Shri Jagjivan Ram: I am speaking generally for all the States I was saying that whether it is a fruit stall or tea stall, etc, it cannot be restricted to the residents of a particular State The only thing to be seen is whether undue favour has been shown to anybody which may lead to a loss to the railways As I have said, there are thousands and thousands of tenders invited and it is not possible for anybody to know all the details If anything comes to my notice that in a particular case where tenders were invited, the lowest tender was not accepted and a higher tender was accepted, I will certainly look into that matter But there are occasions when the lowest tender is not accepted and a higher tender is accepted, we will have to examine that

Shri Rajendra Singh: Those are cases in which my friends are interested

Shri Jagjivan Ram I have covered most of the points I will say a few words about the recruitment of scheduled castes and scheduled tribes and Anglo-Indians Unfortunately, the recruitment of scheduled castes, scheduled tribes and Anglo-Indians has not been commensurate with the quota fixed for these communities Not only in superior classes of posts where there is paucity of qualified candidates, but even in Class III and Class IV staff, I was surprised to find that the recruitment has not been up to the quota fixed for them So, certain steps have been taken So far as Class III staff are concerned, in case the Railway Service Commission fails to recruit the required number of Scheduled castes, Scheduled tribes and Anglo-Indians, I have authorised the General Managers to fill up the vacancies by candidates belonging to these communities Similarly, for Class IV staff, the Divisional Superintendents have been authorised. I was surprised to find that the recruitment of Anglo-Indians also has not been commensurate with the fixed quota. So, I requested my friend, Shri Frank Anthony, to supply a list of qualified candidates to me He has forwarded a list of nearly 200 names of Anglo-Indians who are matriculates I am circulating that to the General Managers, so that the vacancies reserved for the Anglo-Indians may be filled up by the Anglo-Indians themselves.

Pandit D. N. Tiwary (Kesaria): Anglo-Indians are not a backward community, they are very forward in education Why don't they take their chance in competitive examinations?

Shri Jagjivan Ram: My hon friend forgets that there is a constitutional guarantee that there should be five per cent reservation for Anglo-Indians and that it shall be progressively reduced I am trying to fulfil that constitutional obligation

Shri Rajendra Singh: There is a provision that a certain quota would be reserved for Scheduled castes and scheduled tribes in the matter of appointment I want to know whether even in regard to certain contracts for vending, etc, there is a proposal to give something to the scheduled castes, scheduled tribes and backward classes

Mr Deputy-Speaker: There is no guarantee for vending contracts

Shri Jagjivan Ram I may inform the House that the Board has issued instructions, not fixing the quotas, but from another angle, that is to say, for example, a number of watermen from among the Scheduled castes may be appointed So, it is dealt with from the social and psychological

angle, not from the employment angle only. Also, it has been suggested that in the tea stalls and catering establishments certain places may be offered to the members of the Scheduled Castes and also to the Muslims so that it will have some social and psychological effect on the society and fulfil the obligation which has been provided in the Constitution. A circular to that effect has already been issued.

Shri Rajendra Singh: Why not have a specific margin?

Shri Jagjivan Ram: But it does not mean that every circular is immediately implemented It takes time

Then, if there is accommodation and there are seats, our schools are open to outsiders and they are not precluded from taking advantage of the railway schools As a matter of fact, in many schools up to 10 per cent outsiders are taking advantage of them

I think I have covered most of the points raised by the hon Members

Shri K. N Pandey (Hata) The hon Minister referred to the efforts for bringing unity between the two federations and said that those efforts have failed Is it not a fact that it is due to the ideological differences between the two? And so long as one federation is wedded to politics, there cannot be any unity even if you try in future

Shri Jagjivan Ram: As I said, I am not here to apportion blame between the two federations I have scrupulously avoided saying anything in this connection to show which of the two federations was responsible for the failure, because, as I said, I am still an optimist

Shri K. N Pandey: Because the INTUC has been deliberately avoided, that is why I have put a question Was it the INTUC or the other federation which was responsible for this?

Shri Jagjivan Ram: I am not prepared to answer that question.

Mr Deputy-Speaker: If he has deliberately avoided, would he answer it now?

Shri Jagjivan Ram: I have in the end to give another cheering news to the House

Shri Rajendra Singh: May I know

Mr. Deputy-Speaker: Let the cheering news be out first

Shri Jagjivan Ram: I referred to certain new lines to be constructed in the Third Plan for which advance action will be taken during the Second Plan period I mentioned the lines already approved in this regard and some other lines under active consideration I should like to inform the House that a decision has since been reached regarding the two lines under consideration The Patharkandi-Dharamkand line will connect Tripura with the rest of the country

Shri T B Vittal Rao: How many miles?

Shri Jagjivan Ram: Another line is from Diva—this is a very important line—from Diva to Uran *via* Panvel This line will help the economic growth of this under-developed section and tend to decentralise industrial growth from the congested area around Bombay

The Koyna Project grids in this area will be available to provide the requisite electric power for industries

The proposal for construction of the Hassan-Managalore line is still under consideration and when the final decision has been reached, I shall inform the House I may inform my friends, Shri Dasappa and others, that I am very actively pursuing it I am still hoping that I may be in a position to announce that line also during the course of this session of the House

Shri Tangamani: What about the Tinnevelli-Nagercoil line?

Shri Ram Krishan Gupta (Mahendergarh): What about Chandigarh-Ludhiana line?

Shri Jagjivan Ram: Budgetary provision has not been made in 1959-60 budget, as these lines were under consideration at the time of presentation of the budget. I shall, therefore, come up to the House with supplementary demands during the current session, to cover the anticipated expenditure in 1959-60 on the additional new lines that are approved for construction.

Shri D. C. Sharma: You should give a line for each State.

Shri Subbiah Ambalam (Ramanathapuram): What about the restoration of dismantled lines?

Shri Jagjivan Ram: There have been demands from so many areas. So I just out of curiosity asked my department to have a calculation made and I found all the demands made in this House put together amount to about 1,000 miles.

Shri C D. Pande (Naini Tal). That is a very moderate and modest demand.

Shri Jagjivan Ram: That is 1,000 miles. But if we take the demands of the State Governments also, it will come to something like 3,000 miles

Mr. Deputy-Speaker: Are the demands of the State Governments different from those made in this House?

Shri Jagjivan Ram: Yes, if they are taken into account, it will be more.

पंडित ब्रज नारायण ब्रजेश (शिवपुरी): उपाध्यक्ष महोदय, म यह जानना चाहता

उपाध्यक्ष महोदय : सिर्फ पूछने से ही रेल नहीं मिल जाती ।

Shri Jagjivan Ram: Personally I feel that in every area we should try to give some new line, especially in the undeveloped areas. I will take up this question with the Planning Commission for the Third Five Year Plan.

Shri Panigrahi (Puri): May I know whether these two lines which the hon. Minister mentioned are going to be taken up during the Third Plan?

Mr. Deputy-Speaker: He is going to come for supplementary demands this year. That is what he said.

Shri Jagjivan Ram: I think I have covered all the points. I will again express my thankfulness to the House for all the cheering words that they have said about the railwaymen. A word of appreciation from the representatives of the people will encourage the railwaymen very greatly. With all the lapses and weaknesses that we may have on the railways, we have, to the best of our capacity and ability, contributed our mite towards the development of the national economy. Here I may say that there are more than one million railwaymen working in difficult conditions in cities and isolated rural areas, who deserve a word of appreciation from this House. I am again thankful for all the kind words that have been said by the hon Members about railwaymen.

I will take this opportunity again to express my own thanks to the railwaymen but for whose devoted service it would not have been possible for me to show the performance that the railways have been in a position to do, and I am sure the House will join me in conveying our thanks to more than a million of our railwaymen.

14 hrs.

Shri Rajendra Singh *rose—*

Mr. Deputy-Speaker: Now it should be my part to stand up and not his.

Shri Rajendra Singh: Just one minute In the course of my speech I invited the attention of the hon. Minister to the grievance of the railway workers that the permanent negotiating machinery which is there to bring about closer contacts with railway management and railway officers . (*Interruption*)

Mr. Deputy-Speaker: Order, order He must have concluded if they had remained silent

Shri Rajendra Singh: . is virtually extinct today It is not working This is just on what I wanted to be enlightened by the hon Railway Minister The hon Minister has not been kind enough to refer to that part of my speech

Mr Deputy-Speaker: There will be other opportunities Still there are twelve hours ahead

Shri Rajendra Singh: I shall not be allowed to speak

Mr Deputy-Speaker. Now, the discussion is over

14-01 hrs

*DEMANDS FOR GRANTS—RAILWAYS, 1959-60

Mr Deputy-Speaker. Now we shall take up the Demands for Grants relating to the Railways

Before I proceed further, I have to announce that a large number of cut motions have been received. In accordance with the usual practice, hon Members may send slips to the Table within fifteen minutes, indicating the numbers of their cut motions which they desire to move I shall treat them as having been moved, if the hon Members in whose names the cut motions stand are present in the House and the cut motions are otherwise in order.

One other question has to be decided by the House, namely, the splitting up of the 12 hours allotted for the discussion of the Demands for Grants between the various Demands From the list before me, I find that the largest number of cut motions is to Demand No 1 I would suggest, if the House is agreeable, that out of the 12 hours, we may devote 7 hours to Demand No 1 and 5 hours for the other 19 Demands as was done last year Is the House agreeable to this?

Some Hon. Members: Yes

Shri C D. Pande (Naini Tal) Eight and 4 hours respectively will do

Mr Deputy-Speaker: The House is agreeable to 7 and 5 hours respectively Now, we might proceed

DEMAND NO. 1—RAILWAY BOARD

Mr Deputy-Speaker· Motion moved·

"That a sum not exceeding Rs 86 54,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Railway Board'"

DEMAND NO 2—MISCELLANEOUS EXPENDITURE

Mr Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs 1,78,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Miscellaneous Expenditure'"

DEMAND NO 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 19,77,000 be granted to the

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*Moved with the recommendation of the President

[Mr. Deputy-Speaker]

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Payments to Worked Lines and Others'."

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 35,47,21,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Administration'."

DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,09,89,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 66,27,11,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operating Staff'."

DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 62,44,52,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 20,55,79,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 26,01,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Miscellaneous expenses'."

DEMAND No. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 9,24,35,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND No. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of

payment during the year ending the 31st day of March, 1960, in respect of 'Appropriation to Depreciation Reserve Fund' "

DEMAND No 12—DIVIDEND PAYABLE TO GENERAL REVENUES

Mr Deputy-Speaker: Motion moved

"That a sum not exceeding Rs 54,40,71,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Dividend Payable to General Revenues' "

DEMAND No 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

Mr Deputy-Speaker: Motion moved

"That a sum not exceeding Rs 1,31 83 000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—(Revenue)—Labour Welfare' "

DEMAND No 14—OPEN LINE WORKS—(REVENUE)—OTHER THAN LABOUR WELFARE

Mr Deputy-Speaker. Motion moved

"That a sum not exceeding Rs 13 70,53,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare' "

DEMAND No 15—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 45,09,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund' "

DEMAND No 16—OPEN LINE WORKS—ADDITIONS

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 3,72,30,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—Additions' "

DEMAND No 17—OPEN LINE WORKS—REPLACEMENTS

Mr Deputy-Speaker Motion moved:

"That a sum not exceeding Rs 99,49,52,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—Replacements' "

DEMAND No 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 31,49,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—Development Fund' "

DEMAND No 19—MISCELLANEOUS CHARGES—DEVELOPMENT FUND

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 57,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Miscellaneous Charges—Development Fund' "

DEMAND No. 20—APPROPRIATION TO DEVELOPMENT FUND

Mr Deputy-Speaker: Motion moved

"That a sum not exceeding Rs 21,18,74,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Appropriation to Development Fund'"

Shri S. M. Banerjee (Kanpur): Mr. Deputy-Speaker, Sir, I have listened with patience to the speech of the hon Minister and I really thank him for the words which he has used for the railwaymen in India I wish to confine my speech to my cut motions Nos 605 to 610

The Deputy Minister of Railways (Shri S. V. Ramaswamy): May we know which cut motions have been moved and by whom?

Mr. Deputy-Speaker: I have asked hon Members to send slips within fifteen minutes indicating the cut motions that they wish to move Therefore I will be able to know it only after that time

An Hon. Member: The hon Minister knows the procedure

Mr. Deputy-Speaker: Demand No 1 is before the House, seven hours is the time for discussion and ten minutes will be allowed to every speech

Shri C. D. Pande (Naini Tal) Even less will do

Shri S. M. Banerjee: Ten Minutes will not do for me

Mr. Deputy-Speaker: That also is a part of the game

Shri S. M. Banerjee: I shall confine my speech to two or three points My first point is about this overcrowding business and the amenities to third-class passengers I fully realise the difficulty of the hon Minister and the Ministry in checking overcrowding in trains There are genuine difficulties which I very well appreciate, but I want to know what further amenities are being given to third-class passengers. When I talk about third-class passengers I include those passengers also who travel in the sleeping coaches.

I happen to travel in the *Janata* many times and I know the difficulties experienced by those passengers who travel in those sleeping coaches, specially those where there are three tier sleeping coaches I do not know why the hon Minister replied to one of my questions that for this particular line from Delhi to Calcutta two tier sleeping berths are not available I do not know the advantage of these three tier berths because I feel and I am convinced that the man who goes on the top, if he is a heavy person and unless somebody helps him, cannot possibly come down So, this three tier business is a sort of a pigeon-hole The man who sits on the lowest berth has to sleep by nine o'clock because the person on the middle berth will stretch his bed and so he cannot possibly sit there All these practical difficulties are there and so may I request the hon Minister to consider whether there can be two tier berths in the sleeping coaches of the *Janata*?

Then I come to reservation charges We travel in first-class after getting our passes and we pay only eight annas whether it is two nights or three nights journey There is no extra charge But in the *Janata* if anybody wants to travel in the sleeping coach he has to pay Rs 3 45 nP I will give you an instance A man travelling from Calcutta to Kanpur reaches Kanpur at 10 30 or 10 45 in the night After nine o'clock, because it is past nine o'clock, he has to pay another sum of Rs 3 45 nP for one and a half hours or two hours He has to pay about Rs 7, that is, for two nights, for travelling from Howrah to Kanpur I wanted to put this question and saw the railway officials also who told me that they cannot possibly help it because Kanpur comes after nine o'clock and so

he has to pay for another night. I cannot understand it. People cannot get down at Bindki Road because they do not want to pay. These things should be taken note of.

Then there are certain difficulties which the third-class passengers face. For instance, overcrowding is there. Then there is not even regular water supply. People have to get down at stations to get water. The railway officials say that the watering station is far away and after the watering station comes water will be supplied. The third-class bogeys which can accommodate only 32 or 40 passengers are actually carrying about 70 or 80 passengers because of overcrowding So, there should be adequate arrangements for supply of water. I would also suggest that if a shower can be provided in a third-class compartment, people can also take their bath. This is an ordinary thing which can be provided without any extra expenditure, or if there is any expenditure the expenditure will be so little that the Railway Ministry or the Board will not feel for it.

Then the hon. Minister has said about the recognition of trade unions. I fully appreciate the way in which the workers and the officers in Chittaranjan work Our production has gone up and I am extremely happy that this is really a good chapter. We see that the Chittaranjan locomotive works are the best locomotive works of the world. I take pride when I read the speech of the hon. Minister as to how our production has gone up in Chittaranjan. But about the trade union functions of that particular place, though the hon. Minister has assured us that he is already considering this matter, I want to know as to what is the secrecy there and why trade union activities are not allowed in that particular area. I know, there are defence establishments in the country. There are explosive factories where there is absolute secrecy about production, but even in those establishments there are registered unions and those unions have been recognised. So, I want to know as to what is there that this particular union in Chittaranjan, which is the only union there, is not granted recognition.

Then my next point is about having a small station in Kanpur. The hon. Minister visited that place and I really thank him for that. He saw that particular site. I explained to him and the local MLAs of that place also explained to him how Kanpur has expanded within these six or seven years. So, we want to have one station. I cannot understand how Agra can have four of five stations and in Kanpur there is only one station. So, I would request the hon. Minister, who did not promise before the people but d d say that he will consider this particular matter when he goes back to Delhi, to look into it.

Mr. Deputy-Speaker: The Agra Members say that there ought to be one there.

Shri S. M. Banerjee: One should be shifted to Kanpur. I hope the hon Minister will throw some light on this particular problem of Kanpur which is agitating the minds of many.

About the bridge, the hon. Minister suggested that they cannot possibly construct this bridge Some amount is being allocated out of the passenger fares which goes to the State Government. We did apply to the State Government for having this bridge. If the hon. Minister takes some interest in it and he also approaches the State Government, I hope this bridge in Kanpur near Govmdnagar will definitely come into existence.

The last point which I wish to place before the hon. Minister is the recognition of unions. All unions must be recognised. This is better. An unrecognised union can take any decision. If there is recognition, the

[Shri S M Banerjee]

decision will be well thought of They will not be able to take any decision which may be termed as wrong by the hon Minister

Two or three minutes of my time were taken away, Sir, I shall finish in one minute About dismissals or discharges, I would request the hon Minister to appoint a Commission or a Committee consisting of two or three Members to go through every case where workers have been dismissed under Rule 148 or on any other charges If there cannot be any tribunal to judge whether those discharges or dismissals were justified, I would request him to appoint such a Committee so that we will be convinced that the dismissals were justified It is no use every time, we plead their cases, we get replies Some cases were considered and later on they were dismissed I am convinced that in many cases, dismissals are absolutely unjustified There is a political bogy or the communist bogy or the socialist bogy attached and people are discharged without any reason for their genuine trade union activities

Mr. Deputy-Speaker: There is no unattached bogy, I suppose

Shri S M Banerjee: I request him to appoint a Committee Let us also be convinced that these dismissals were justified and I hope he will throw some light whether such a Committee could be appointed or not

सेठ गोविन्द दास (जबलपुर) उपाध्यक्ष जी, अभी हमारे रेलवे मत्री जी ने अपने लम्बे भाषण में इस बात का प्रयत्न किया कि सब प्रदेशो वाले कम से कम थोडा बहुत सन्तोष लेकर यहा से जायें । इस बात को तो मैं स्वीकार करता हू कि इधर कुछ वर्षों से हमारे यातायात में काफी सुधार हो रहा है । तीसरे दर्जे के मुसाफिरो के सम्बन्धमें मै सन् १९२३ से ही—लगभग पैंतीस वर्ष हो चुके हैं—कुछ न कुछ कहता आया हू और यदि उस समय की स्थिति का आज की स्थिति से मिलान किया जाय, तो हमें यह स्वीकार करना पडेगा कि आज हमारे तीसरे दर्जे के मुसाफिरो को जितने सुभीते प्राप्त हो गए हैं, उस समय उनकी कल्पना भी नही की जा सकती थी । अभी भी बहुत सा सुधार होना है । यदि हम अमरीका और यूरोप की रेलों का, जिन को देखने का मुझे सौभाग्य प्राप्त हुआ है, अपनी रेलो से मिलान करें, तो स्पष्ट है कि हम अभी इन देशो के बहुत पीछे है । लेकिन अखिल भारत या निखिल विश्व के सम्बन्ध में आज मै अपने इस भाषण में कुछ नही कहना चाहता । आज मै अपने भाषण को सीमित रखना चाहता हू हमारे मध्य प्रदेश तक ।

हमारे मध्य प्रदेश का निर्माण राज्य-पुनर्गठन आयोग की सिफारिशो के अनुसार हुआ है और मै रेलवे मत्री जी को स्मरण दिलाना चाहता हू कि राज्यपुनर्गठन आयोग के प्रतिवेदन मे यह स्पष्ट कहा हुआ है कि इतने बडे प्रान्त का काम तब तक ठीक तरह से नहीं चल सकता जब तक वहा पर यातायान की पूरी सुविधाये न दी जाये । हमारा प्रदेश बहुत पिछडा हुआ है, पर्वतो और जगलो से भरा हुआ है । यदि हम उत्तर प्रदेश, बिहार, बम्बई, बगाल और मद्रास मे अपने प्रदेश का मिलान करें, तो स्पष्ट हो जाता है कि यातायात की दृष्टि से हम कितने पिछडे हुए है । यदि उस राज्य का कारोबार ठीक तरह से चलना है, तो मै राज्य-पुनर्गठन आयोग की सिफारिशो के अनुसार ही रेलवे मत्री जी से यह कहना चाहता हू कि वह हमारे यहा रेलो की अधिक सुविधा का ध्यान रखें । हमें कई नई लाइनें चाहिये । कुछ का मै जिक्र कर देता हू—मडला से [illegible]लसपुर [illegible]स्तर, सरगुजा विन्ध्य प्रदेश गुना से ग्वालियर, सवाई माधोपुर से शिवपुर, जो कि सिर्फ तीस मील का टुकडा है, दाहुद से इन्दौर और रतलाम से बांसवाडा—रतलाम-बासवाडा लाइन से हम को तो सुभीता होगा ही, लेकिन राजस्थान

को भी उससे सुविधा होगा। ये थोडी सी ऐसी लाइनें हैं, जिन के सम्बन्ध में मैं रेलवे मन्त्री जी से कहना चाहता हू और मै आशा करता हू कि उन्होने अभी जो आश्वासन दिया है कि पिछडे हुए क्षेत्रों की ओर वह ध्यान रखेंगे, उसके अनुसार इन लाइनो की ओर ध्यान दिया जायेगा।

कुछ छोटी लाइनें है, जिन्हे बडी बनाने की आवश्यकता है। रेलवे मन्त्री जी इस बात को जानते हैं कि इन छोटी लाइनो के कारण वहा पर खर्च अधिक है और आमदनी कम और प्रति वर्ष लाखो रुपए का घाटा उन के विभाग को हो रहा है। फिर, कुछ पाते बदलने की आवश्यकता भी है, जिससे वहा की रेलो की चाल मे अन्तर पडे और कुछ लाइने बदलने से तेज रफ्तार से वे गाडिया चल सकें।

कुछ पुलो की भी जरूरत है। जबलपुर एक ऐसा नगर है कि जिसकी इन वर्षों मे काफी वृद्धि हुई है। जबलपुर में कुछ ऐसे क्रासिंग है, जहा पहले बस्ती नही थी, लेकिन अब बस्ती बहुत बढ गई है। ये क्रासिंग उस समय बने थे, जबकि जबलपुर की आबादी अस्सी हजार थी, अब जबलपुर की आबादी तीन लाख के नजदीक है। इस तरह के हमारे जबलपुर मे दो पुलो की जरूरत है—एक नर्मदा रोड पर और एक गढा में। जहा तक गढा के पुल का सम्बन्ध है, कि उस तरफ मेडीकल कालेज बन रहा है और वहा जाने आने वालो के लिए वह क्रासिंग बहुत असुविधाजनक है। घटो तक फाटक बन्द रहता है और दोनो तरफ सवारिया खडी रहती है। इस तरह यातायात ठप्प हो जाता है। कटनी मुरवाडा स्टेशन पर भी एक पुल की जरूरत है। रेलवे मन्त्री जी देखे कि वहा पर लोग लाइन के ऊपर से जाते है और प्रतिवर्ष कई आदमी वहा पर कट जाते हैं। मै समझता हू कि मानवता की दृष्टि से इस पुल की अत्यन्त आवश्यकता है। इसी प्रकार कटनी जबलपुर रोड पर भी हमें पुल चाहिये। इस तरह कई पुलो की हमें आवश्यकता है। एक छोटी सी माग यह है कि कटनी बीना लाइन पर पटौहागाव में हमे एक हाल्टिंग स्टेशन चाहिए इस स्टेशन के सम्बन्ध में मैंने कई बार रेलवे मन्त्री जी को लिखा, लेकिन मुझे खेद है कि वह छोटी सी माग भी स्वीकृत नही होती है।

अब मै भोपाल स्टेशन के बारे में कहना चाहता हू। जबलपुर को हमारे प्रदेश की राजधानी बनाने के लिये राज्य-पुनर्गठन आयोग ने सिफारिश की थी, लेकिन हम लोगो की इच्छा के विरुद्ध और राज्य-पुनर्गठन आयोग की सिफारिश के ठीक खिलाफ भोपाल को राजधानी बना दिया गया। मै चाहता हू कि रेलवे मन्त्री जी और उपमन्त्री जी भोपाल स्टेशन को देखें कि वह किस प्रकार का स्टेशन है और क्या किसी भी राज्य की राजधानी के लिए इस प्रकार का स्टेशन बर्दाश्त किया जा सकता है। मैंने सुना है कि थोडा सा रुपया उस स्टेशन को सुधारने के लिए लगाया जाने वाला है, लेकिन वह थोडे से रुपए का मामला नही है। उस स्टेशन को पूर्ण रीति से फिर से बनाना पडेगा।

कुछ और बाते है, जिनकी तरफ मैं रेलवे मन्त्री जी का ध्यान आकर्षित करना चाहता हू। हम हर जगह से ठेकेदारी प्रथा को समाप्त कर रहे है और हम चाहते हैं कि ठेकेदार कही न रहें लेकिन रेलवे में अब तक ठेकेदारी प्रथा चल रही है—कुलियो के ठेकेदार अब भी वहा है। बेचारे कुलियो को उन ठेकेदारो के कारण बहुत कष्ट है। वे ठेकेदार उन कुलियो को एक खास वेतन पर नियुक्त करते है, उनकी मजदूरी की एक खास निरख रखते है और उस के ऊपर जितना कुछ मिलता है, उस को ठेकेदार खा जाते है।

रेलवे उपमन्त्री (श्री शाहनवाज खां) : किस स्टेशन पर ऐसा है ?

सेठ गोविन्द दास : कई स्टेशनो पर है—एक नहीं, हमारे प्रदेश में अनेक स्टेशनो पर

[सेठ गोविन्द दास]

ऐसा हो रहा है । कुलियों की ठेकेदारी प्रथा की हमारे प्रदेश में—और केवल हमारे प्रदेश में ही नहीं, भारतवर्ष में जहां जहां इस प्रकार की प्रथा है, उसको समाप्त किया जाये । एक तरफ हम जागीरदारी, जमीदारी और ताल्लुकेदारी को समाप्त कर रहे है और दूसरी तरफ ठेकेदारी जिन्दा है । मेरी समझ में नही आता कि ठेकेदारी को अब तक बरकार रखने का क्या कारण है । भोजन के सम्बन्ध में भी ठेके होते हैं । कुछ स्टेशनो पर रेलवे ने भोजन की व्यवस्था ले ली है, लेकिन अभी भी कुछ स्थानों पर भोजन का कार्य कुछ ठेकेदारो के जिम्मे है । मै चाहता हू कि इस तरफ भी ध्यान दिया जाये और रेलवे विभाग में जहां जहा यह ठेकेदारी की प्रथा चलती है, उसका अन्त किया जाये ।

उपाध्यक्ष महोदय, मैंने आपसे कहा था कि मै इस बात को स्वीकार करता हूं कि हमारे रेलवे विभाग ने उन्नति की है, लेकिन उसी के साथ मै फिर यह कहना चाहता हू कि अभी उन्नति की बहुत आवश्यकता है—खास कर थर्ड क्लास की मुसाफिरी के लिए । मै यह भी कहना चाहता हू कि कुछ अधिक ट्रेनें चलाने की जरूरत है, जिससे इस देश की बढ़ती हुई आबादी के कारण हमारे डिब्बों में इस प्रकार की भीड-भाड़ और गन्दगी न हो, जिस प्रकार की गन्दगी आज भी चल रही है । ये आवश्यक बातें है जिनकी तरफ हर माननीय सदस्य आपका ध्यान आकर्षित करता है और कुछ न कुछ कहता है । मै इस पर समय नही लेना चाहता था । मैंने निवेदन किया था कि मै अपने राज्य के सम्बन्ध में ही कुछ बाते कहना चाहता हूं और वह राज्य बम्बई प्रदेश के बाद इस देश का सबसे बड़ा राज्य है । उस राज्य मे यातायात की नितान्त आवश्यकता है जैसे कि मैंने शुरू मे कहा । राज्य पुनर्गठन आयोग ने भी उसे स्वीकार किया है और मै आशा करता हूं कि उस विशाल राज्य की ओर रेलवे विभाग विशेष रूप से ध्यान देने की कृपा करेगा ।

Shri C. D. Pande: I did not want to speak on the Railway Budget, but there are certain things regarding my own constituency, and I feel that I must say a few words in that respect

The hon. Minister, at the close of his speech, said that he was going to give some cheering news to the House. I was very expectant, and I was thinking that my share in that cheering news would be there.

There has been a proposal for a line between Rampur and Lalkua extending to Haldwani. This scheme has been there for the last 25 years A survey was made as early as 1938. Later on, because the war came, it was dropped. Again it was taken up in 1949 and the survey was carried out in full, and it was found that the railway line would be justified as far as traffic was concerned Now, within the last eight or ten years things have changed considerably in that area Terai has developed beyond recognition There are new factories In fact, we have got even an aerodrome there, but we have got no broad gauge line connecting the entire hill area passing through Terai which is a nice little modern colony. Can you imagine how, in the absence of a broad gauge line, the poeple feel cut off from the civilised area?

Going from Delhi to Simla is, one feels, a matter of a few hours, but I shudder to invite any Member of this House to Naini Tal, because to go to Naini Tal you have to change twice—firstly from broad gauge to metre gauge, and the metre gauge itself is so backward in our area.

Shri Tangamani (Madurai): Many conferences are held in Naini Tal.

Shri C. D. Pande: Yes. You know how difficult it is to go there.

Mr. Deputy-Speaker: If it is the desire to invite friends to Naini Tal, they provide cars also.

Shri C. D. Pande: True, but now our Railway Minister says he does not desire to have any competition between road and rail transport.

Therefore, I request the hon. Railway Minister and the two Deputy Ministers who are very friendly towards all of us to consider this question, as to whether they want to connect the remotest part of this country with the centre of activity in this country or not.

In that area there are minerals, timber and fuel, of which there is so much shortage in Delhi. We have abundance of them in the hills, but there is no broad gauge line. It has to be transhipped at Moradabad or Bareilly Therefore, there is no economic possibility of bringing in heavy goods from the hills or to take any heavy goods to the hills.

At the same time, to cover a distance of 170 miles to Kathgodam it takes almost 18 hours which is too long a time, and one has to change again either at Moradabad or at Bareilly. Therefore, in the interests of development of the entire hill area, in the interests of brining the regions nearer and connecting Terai colony which has developed in the past and become one of the finest colonies in the country, it is absolutely necessary that our part should be linked with broad gauge line. Without broad gauge the hills will never come nearer, and you will never be nearer the Himalayas which have immense tourist possibilities of which we speak so much.

Apart from this, I want to draw your attention to another small point. In that area we have got the NER which is the most backward compared with the other railway systems in India; and that portion which is in my constituency is the worst even within the NER. The distance between Kathgodam to Moradabad *via* Kashipur is hardly 72 miles, but it takes about 11 hours to cover this distance. If you start at 11·30 in the morning at Kathgodam, you reach Moradabad at 9·30 at night. The line was opened in 1883, and since then the same train has been there and also the same timings. At important stations in Broad Gauge like Aligarh or Tundla the train now stops for five minutes, but after the train starts from Kathgodam, it stops for 20 minutes at Haldwani, and for half an hour at Kashipur because it is a junction. A junction in the metre gauge is a mockery because there is no other line of any importance. All the same, it is a junction, and the train must stop for half an hour there. At Kashipur it stops for half an hour and then it goes on to Moradabad. Therefore, the difficulty arises. That is the nearerst route to my place from here and I am supposed to travel by that route, and the officers coming from the hills are paid T.A. for that route, but in the last 11 years I have never travelled by that route, because it is so tortuous I prefer to go Bareilly and Aligarh and come to Delhi rather than go from Kathgodam to Kashipur and Moradabad and Delhi. Everybody cannot afford to travel by the longer route because it is costly. But can you deny a convenient route? The route exists, but you have to make it convenient by running at least slightly rapid trains. I do not ask for express trains in that line. Instead of having eleven to twelve hours to cover the distance of 75 miles, please reduce the time to about five hours. If the train leaves Kathgodam at twelve o'clock in the day-time, it should be possible for it to reach Moradabad at six o'clock or 5·30 p.m., so that connections may be available to the people either to the Delhi side or to Dehra Dun or to The Punjab.

As for the stations, they still exist as they were in 1883. Between Lalkua and Kashipur there are two or three stations. One station is at a distance of about eleven miles from the two other stations. The distance

[Shri C. D. Pande]

between Gularbhoj and Bazpur is about eleven miles. New colonies have come up in this region. Sugar factories also have come up, as at Bazpur, for instance, the opening ceremony of which was performed by the Prime Minister the other day. The railways in their own interest will need a station in between. Otherwise, they will have to complain that there is competition with road transport. They can eliminate competition with road transport, provided there is improvement in their railway services. We do not want that their services should be as fast as our first class cars. But there should be a reasonable speed, and a reasonable amount of comfort. There should be less overcrowding, and the connections should be so ararnged that people will reach their destination in time

Regarding connections, I would like to draw your attention to the fact that there is a train from Kathgodam to Bareilly. At Bareilly, we are supposed to get into the through compartment to Delhi for Aligarh. From Bareilly to Aligarh is a distance of about 104 miles. The train leaves Bareilly at 9·40 a.m., and it is scheduled to reach Aligarh at 3·20 p.m. But I may tell you that I have been travelling on that line several times, and I have always found, and several other people also have told me the same thing, that every day, for the last six months, that train never reaches the destination in time to be attached to the connecting train; it is always attached to the other train that comes to Delhi at about 10 a.m. Therefore, the people who travel by that train reach later instead of reaching earlier; they reach often two hours late, because they always miss the connection When we go back also, we miss the connection to the hills, and we waste about one day. This is only a typical example of how the connecting trains are missing. There is a lot of emphasis on punctuality, but when we speak about punctuality, we should also be careful to see that at connecting junctions also, there is punctuality. Otherwise, what will happen is this. From here to Lucknow, for instance, you can reach in time, by about 7.30 or so. But at Bareilly, where 3 p.m. is the scheduled time, we reach only only at about 4 p.m. with the result that the connecting train for Kathgodam leaves and we are stranded there. Such inconvenience should be attended to; then only, there will be no scope for complaint that there is competition from road transport. At the same time, the hills people will be thankful to the Ministry, if there is a broad-gauge railway line between Rampur and Lalkua.

Shri Tangamani: My cut motions are Nos. 13 to 18, 57 to 62, 98 to 100. I would also like to refer to cut motions Nos 531, 541, and 512 to 519. My cut motion No. 62 relates to reduction in freights for transhipment of matches from Madras State. It has been shown as 'watches' in the list circulated. Actually, it should be matches, that is, matches used for igniting

The Freight Inquiry Committee's report was implemented from 1st October, and concessions were given to cretain articles. My purpose in moving this cut motion is that the concession must be extended to this article also, because it has considerably affected this cottage industry in the Madras State.

Also, I would like to ask why these freights were increased in October, instead of waiting for the budget being presented.

My next point will be on the pension scheme. We were told that about 23,000 employees out of one million have opted for pension. So, we would like to know whether this pension scheme is very popular amongst the employees At least, our suggestion is that this period must be extended by at least one year.

Regarding housing, in the first two years of the Plan, 25,000 houses were constructed; I take it that 25,000 houses were constructed. In the third year, it was 11,000. I would like to know whether 11,000 houses have been constructed for the staff. For the next year, it is going to be 9000. I would like to know why there is reduction by about two to three thousand. Is it due to the fact that the staff are adequately provided with houses? Our demand is that housing must be taken on a top priority basis, not only for the railway staff but also for the staff attached to the railway refreshment rooms. Repeated demands have been made by the staff of the refreshment rooms in big cities and also in towns like Madurai, Tiruchirapalli and Coimbatore and other places.

On the question of hours of employment, I would refer the hon. Minister to the *Indian Labour Gazette, Vol. 16, No. 3, September*, 1958, page 223. That deals with the Railway Servants' Hours of Employment Rules. And it says that 13,208 irregularities have been committed, and out of these, 9052 irregularities related to the transport department alone, particularly, regarding hours of work. So, this is a matter which has got to be gone into, because overtime work without giving them the proper facilities is being resorted to. And the worst culprit is the Southern Railway, according to the report in the *Indian Labour Gazette.*

There are three types of hours of work which have been fixed. One is the intensive type, which means 45 hours per week. The second is the continuous type, where it is 54 hours a week, and the third is essentially intermittent, with 75 hours a week. The demand is that 54 hours must be reduced to 48 hours, and workers who are engaged in very intensive types of work as in the case of engine drivers, first firemen and second firemen must be treated as 'intensive' staff.

Last year, we were told about the Tapase Committee's report which dealt with the class IV employees and also the avenues of promotion. Up to this day, we do not know how far the avenues of promotion have been utilised, and how many of these class IV employees have been benefited as a result of this. Enough has been said about the recognition of the trade unions and the recognition of the two rival federations. What I would like to say is that the formula which was laid down by the hon. Minister in the other House, namely that he will give recognition whenever he wants to, cannot be the formula which has been accepted by the trade union movement. When two rival unions come before the Railway Ministry or before any other Ministry, it is for them to decide which of the unions will be recognised by a democratic verdict. The democratic verdict will be as some Members have already pointed out, by ballot. When Members could be elected to Parliament by ballot, I do not know why unions cannot be recognised by the same method of balloting.

I remember that in the other House, the hon. Minister wanted to know whether there were cases of dismissal under rule 148 of the Establishment Code. Today, he has told us that in the Southern Railway, there were 52 cases of such persons; 27 have been reinstated, and 25 persons have not been reinstated. I would like to know whether out of these 27 persons who were reinstated, some of them have had their services terminated under rule 148 of the Establishment Code.

I shall place before the hon. Minister the cases of two employees; one is Shri S. Andi, a keyman in Madurai, and the other is Shri Munisamy, stores labourer in Nagapattinam, both in the Southern Railway. They were placed under suspension from 1949 onwards, and subsequently they were reinstated, and a week later, an order has been served under rule 148 of the Establishment Code. Similarly, I had occasion to mention the cases of some drivers and station masters who have put in more than twenty years of

[Shri Tangamani]

service, but whose services have been dispensed with under rule 148. I shall mention just three cases. One is that of Shri K. Raju, a driver from Villupuram, the second is of a station master by name Shri K. R. Thiagarajan, and the third is that of station master Shri N. R. Venkatasami. These are all cases of men who have put in more than twenty years of service. So, I would like to know whether this is going to be the new policy Originally, there was the Safeguarding of Security Rules; then article 311 of the Constitution was resorted to; and today this rule 148, which, more or less, implies that it is the fundamental right of the employer to dispense with the services of an employee, which is contrary to what we have achieved in the trade union movement

Two or three points more and I will conclude One point is this. There is the question about new lines coming up in this period Complaints have been made in this House that there has been discrimination and the South has been neglected What I would like to know is, what is the declared policy of Government on the question of the construction of new lines That must be categorically stated; otherwise, this complaint will come I would say that priority should be given to the Assam-West Bengal link Priority should be given to that There is the question of the Madras State to which a new district, the Kanyakumari district has been added It has no railway connection at all with the rest of the State. Such cases should be given top priority

Even with regard to electrification, although we have been told that there is going to be electrification from Egmore to Villupuram, the provision that has been made in the current year's Budget will not, I think, take this more than 10 miles beyond Tambaram

Shri Narasimhan (Krishnagiri): He may go a little beyond that.

Mr. Deputy-Speaker: The hon. Member's time is up He should conclude soon.

Shri Tangamani: Sir, I may be given at least 5 minutes more.

Mr. Deputy-Speaker: I have already said that only 10 minutes will be given to each.

Shri Tangamani: Sir, I may be given 5 minutes more

Shri S. V. Ramaswamy: Ten miles beyond Tambaram; that is where you stopped

Shri Tangamani: Not even 10 miles beyond Tambaram

Many arguments were advanced on the question of competition between rail and road. I will refer the hon Deputy Minister to a particular area which he also knows, to show how competition exists between rail and road There is a branch line from Tinnevelly to Tiruchendur and the distance is 36 miles; and the running time for the fastest train is 3 hours 35 minutes If 3 hours and 35 minutes are taken for a distance of 36 miles, how do you propose to compete with road traffic? That is exactly what I wanted to know What is it that is behind the question of fixing the whole running time in this particular area is also a point on which I would like to have some clarification from the hon. Deputy Minister.

On the question of amenities, I would say that the entire tribal belt in the South Eastern Railway has to be attended to. If you go to any station there, there is not a shed worth the name. There, the minimum amenities should be given

Coming to small stations, I will mention the instance of a small station on the Southern Railway, known as Tiruttangal. Any passenger would say that this station needs

immediate improvement. miles from Virudunagar.

Another point is that of having Janata expresses in the metre gauge. I do not know why there are no Janata Expresses on the metre gauge at all (*Interruption.*) There was a Janata Express running from Madura to Madras and it has stopped. There has been a demand that this must be revived.

Again, on the question of derailment and safety, I will give only the figures which have been supplied to us by the Minister himself. For the year 1957-58, the number of derailments of other-than-passenger trains is 1,224, that is, at the rate of nearly 4 per day In the case of passenger trains, it is 216; that is, 4 m a week That I do not consider as anything which can really flatter the Administration or their efficiency

On the question of safety, there was a discussion in this House that adequate protection must be given to the travelling public But, what do we find? Ever since the Budget was introduced last year, three major incidents have taken place On the 12th March, 1958, 3 R.M.S. officers were brutally murdered in the R.M.S van in Tundla Last year, on the 23rd November, 1958, a headmistress was murdered when she was travelling in the second class compartment very near Jullundur. And, this year, it was announced in the House that a State Bank cashier—of a branch—and also the guard who was escorting him were brutally murdered We would like to know how far protection would be assured, to the travelling public so that there will not be any recurrence of such incidents

Lastly, I would like to mention only one thing and I will conclude. We do welcome the proposal of the hon. Railway Minister that in future the General Managers will meet in conference the Members of Parliament from their areas. Our experience, particularly in the Southern Railway, has been that whenever letters are written to the General Manager, prompt comes the reply that this is a matter in which we should address the Railway Minister We were told in this House, by you, Sir, that whenever any matter has to be taken up in this House, we must first approach the Divisional Superintendent and then the General Manager and if we are not able to resolve it, then, we have to bring it to the notice of the hon. Minister and then to this House. The General Manager gives us a new directive. Whenever we write to the General Manager he tells us that we have no business to write to him and that we must immediately write to the Minister concerned I submit, this also must be rectified

Without reading what I had to say, I will just mention certain answers which the hon. Minister has given on 17th December 1958 to unstarred questions, Nos 1904, 1905, 1906, 1907, 1908 and 1913, most of these dealing with the minimum amenities which have to be given to the passengers.

श्री नवल प्रभाकर (बाह्य दिल्ली—रक्षित—अनुसूचित जातियां) : उपाध्यक्ष महोदय, मैं कितनी देर से बोलने के लिए वक्त पाने की प्रतीक्षा कर रहा हूं ।

श्री ना० नि०प टेल (बलसार—रक्षित—अनुसूचित आदिम जातियां) : मैं, भी उपाध्यक्ष महोदय, छ· दिन से बैठा हुआ हूं ।

उपाध्यक्ष महोदय : बहुत से छ दिन से बैठे हुए हैं ।

पंडित ब्रज नारायण "ब्रजेश" (शिवपुरी) · उपाध्यक्ष महोदय, मेरा नाम भी किसी लिस्ट में है या नहीं ? मैं भी कब से प्रतीक्षा कर रहा हूं ।

उपाध्यक्ष महोदय : मैं मानता हूं कि माननीय सदस्य छ· दिन से बैठे हुए हैं, वह भी मेरा कसूर है ।

Shri Dasappa (Tiptur): Sir, we have all heard the reply of our hon Minister of Railways with great interest He has raised hopes in some of us at least He spoke about the Hasan—Mangalore line He came out with the decision he has taken with regard to several other lines One consolation for people coming from my region is that a decision with regard to this Hasan-Bangalore line will be taken in the course of this session—I mean towards the close of the Budget discussions This has given rise to hopes And, therefore, I wish to speak a few words on this Railway Budget He has given us a word of cheer and it is natural that we should also respond

Railways are one of the biggest undertakings in the public sector and we ell wish it very well I have gone to the Perambur Factory, the Chittaranjan Workshop and also the Khargpur workships I have seen with my own eyes the work that is going on there So, it is natural for me to compliment the Railway Minister, the Railway Board and the Railway authorities on the work they are doing But, still, certain disquieting features are there, and, therefore, the reply of the hon Minister has come in good and right time

Even yesterday the hon Deputy Minister Shri Ramaswamy was referring to the claims for compensation To day, the Railway Minister devoted a large part of his speech in explaining to us the working capital that is invested, the earnings and how expenditure is going up These are some of the disquieting features Therefore, I would also like to refer to them a little From the statistical tables they have given us, it is clear that the claim position is bad Of course, they will look into the matter and try to see that the number of claims is lessened and the amount of compensation is also reduced

The responsibility of the railways is not there on certain articles when they are booked for transit from one station to another The Railway Freight Structure Committee has recommended that they must look into this matter and I have no doubt that they will do so If that is not done, what is the result? There is bound to be greater scope for thefts and other things and the earnings will naturally go down

Even with regard to the injuries sustained by the people the figures have increased from 260 in 1948-49 to 304 in 1957-58 A number of collisions are taking place and derailments also, and in my section between Bangalore and Arisikere, the goods trains derail very frequently I would request them to see whether the rules are observed and whether the inspectors are doing their work

The number of officers in classes I and II has increased from 1736 to 4013 and the cost over them has increased from Rs 3,42,000 to Rs 4,00,35 000 The capital invested has increased by sixty percent from Rs 708 crores in 1947-48 to Rs 1169 crores in 1957-58 but the earnings have come down from Rs 6 47 crores to Rs 6 13 crores That shows the enormous attention that they have to pay for running this biggest national undertaking

Now, I would come to the Southern Railway—an area from which some of us come The hon Minister has told us that we should not raise the question of splitting up the railways He should not take up such an attitude So far as the Southern Railway is concerned, it is a very big railway and there is necessity for two zones Certain divisions are neglected I do not say that it is anybody's fault, nor do I say there is step-motherly treatment But I do say that the treatment is not fair to certain divisions Overaged carriages and engines are sent to the Mysore and the Hubli divisions My friend Shri Dasappa was referring to certain officers who did not know the language I would request the hon Minister to see that these station masters and the assistant station masters know the language of

the region so that the large number of passengers who come to the stations can understand them better. He was very emphatic that it will not be possible to consider region-wise shares in the railway service commission selections. The unemployment problem is very big in this country and so we cannot overlook the claim of certain regions in the matter of appointments. So far as the amenities are concerned, we have already been told that the general managers will be meeting and so it will not be appropriate for me to talk more about that. I have been agitating for a few amenities, small mercies, and for an out-agency for a taluk headquarter here and there, After all Banasandra is in Bangalore-Arisikere line and two taluks are spread out from there and there is no railway line. There should be some out-agency. I will take up this matter and also some small flag stations here and there in the zonal meeting.

Recently when the Railway Minister was himself present in Bangalore, the chambers of commerce there made some representation and I would refer to them because he referred to the Hasan-Mangalore line. The other is the Satyamangalam-Chamarajnagar line. This has been there for the last three decades It is a strategic point which is going to connect the north and the south. They also want that a janta train should be run from Bangalore to Madras. From Guntakkal to Bangalore there is a metre-gauge and it takes a long time; a broad-gauge line should be laid there. Another small connecting line is the Chitaldrug-Rayadrug line. My friend and we all know how important it is. With regard to the hope that has been raised—Hasan-Mangalore line—the hon. Minister should be firm on this point. Unless this line is put there, all our iron ore could not be transported. I am told that this line was being considered sometime back and the Southern Railway was asked to go ahead with the works. I do not know why it was not continued. I hope no such delay will exist in this matter.

I will not tread on staff matters because they are delicate. But certain harassments are going on. My friends spoke about the dismissals. I know a case and nothing was done when I brought this matter to their notice. A man who served as a guard for 13—15 years was dismissed on a false charge involving some thirteen annas. If it is a case of corruption, I do not mind, but I am convinced it is not a case of corruption, because the railway tribunal to which the matter was referred by the Southern Railway has said that it is not a matter of corruption, but if at all, it is a matter of some little irregularity. Such harassments should not go on.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Basappa: I rarely speak in this House and so I may be given two minutes more. We have been representing to the Ministry about the cases of the Mysore State Railway officers. Something has been done but this question has been hanging fire for eight or nine years and it has not been solved completely. So far as the railway accounts officers are concerned, Shri Lal Bahadur Shastri, while he was the Railway Minister, gave a proposition so that there might not be any discontent and it was 33 and 1|3 per cent. promotion to be given to them. But they do not go according to that In the selection committee things are not done properly. There is a prejudice developed and we should get rid of this.

I do not want to deny anybody anything but still when we talk of co-ordination, where do we find it? There is already a national high-way, 100 feet wide, from Kandla to Ahmedabad but we want to put up another railway line side by side. There is no co-ordination. They should look into this. What is the use of complaining against the road transport. I want to say this in connection with Chittaranjan. In Mysore we find that the railway engines do not work properly

[Shri Basappa]

Why not a suitable metre gauge engine be devised, so that the upland country can be covered easily? Goods trains go at a speed of 10 or 15 miles. How can we satisfy the public?

15 hrs.

These are some of the matters, Sir, which I hope the Railway Ministry will look into.

श्री प० ला० बाकशाल (बीकानेर—रक्षित—अनुसूचित जातियां) : उपाध्यक्ष महोदय, मैं आप का आभारी हू कि आपने मुझे अपने विचार प्रकट करने का अवसर प्रदान किया ।

उपाध्यक्ष महोदय : दस मिनट से ज्यादा नही मिलते इसलिये उसमें से आपको इसके लिये वक्त नही गंवाना चाहिये ।

श्री प० ला० बाकशाल : इस सदन के माननीय सदस्यो ने जिस प्रकार से अपने विचार प्रकट किये है उससे पता चलता है कि रेल रोड कम्पिटीशन मे किस प्रकार से वर्तमान काल में रेलों की आमदनी घट रही है । उसके लिये मैं भी कुछ अपने सुझाव दूगा । मैं यह महसूस करता हूं कि रेलवे मत्रालय अगर थोड़ा सा समझदारी से काम ले और थोड़ा सा अपनी भूलो को सुधार लें तो उसका काफी लाभ हो सकता है । आजकल वैगन्स में माल भर कर भेजा जाता है तो वह सुरक्षित नहीं पहुंच पाता है और इसका कारण यह है कि उन पर जो लेबल लगाये जाते है वे गुम हो जाते है । कुछ तो खैर गुम हो जाते है लेकिन कभी कभी तो जानबूझ कर भी रेलवे कर्मचारी उनको गुम कर देते है । नतीजा यह होता है कि जहां पर वैगनस को उतरना होता है वहां नही उतर पाता है । और गार्ड उसे वही छोड़ कर चल देता है । जिसका कुछ पता नही चलता है कि उसका मालिक कौन है और क्या माल है । फिर स्टेशन मास्टरो को तार खटकते है, चिट्ठियां लिखते रहते है लेकिन वर्षों तक उनको जवाब नहीं आता है और नतीजा यह होता है कि सामान वैगन्स से स्टेशन पर उतार लिया जाता है । वैगन्स खाली करने के बाद इन्तजार किया जाता है । उस के बाद उस माल को कौड़ियों के भाव नीलाम कर दिया जाता है । इस तरह से बहुत सा माल घट भी जाता है । उधर जो व्यापारी आदि होते हैं वे रेलवे पर क्लेम करते रहते है और उनके क्लेम्स को रेलवे को रुपया देना पड़ता है । मेरा यह सुझाव है कि वैगन के उस लेबल के साथ साथ गार्ड को भी एक अतिरिक्त लेबल दिया जाये जिसके अन्दर सबके सब वैगन्स का नम्बर, मालिक का नाम और उसके अन्दर क्या माल है, बिल्टी नम्बर यह सब लिखा हुआ हो । गार्ड उस लेबल को स्टेशन मास्टर को दे-दे और स्टेशन मास्टर उससे वैगन्स के नम्बर मिला कर असली मालिक को माल दे सकता है । इस तरह से मै समझता हू कि वह माल भूल नही सकता और आज व्यापारियों के अन्दर जो यह असन्तोष सा हो गया है कि उनका माल सुरक्षित नही पहुंच पाता है, वह सब ठीक हो जाएगा । साथ ही आज जो रेल रोड का कम्पिटीशन हो रहा है वह भी कम हो जायेगा ।

इसी के साथ दूसरा सुझाव और भी देना चाहता हूं । हो सकता है कि इस में थोड़ा खर्च जरूर बढ़ जाये लेकिन उससे लाभ काफी हो सकता है । आज जिस प्रकार से रोडवेज के जरिये माल सुरक्षित पहुच जाता है उसका इन्तजाम रेलवे को भी करना चाहिये रेलवे डिपार्टमेंट की और से भी थोडे टेक्स का प्रबन्ध करना चाहिये जो कि व्यापारियों के घर से माललाकर स्टेशन तक पहुंचादें और गाड़ियों पर चढ़वा दें । इस के साथ ही जब माल दूसरे स्टेशन पर पहुंच जाये तो ऐसे ही ट्रकों द्वारा उनका सामान जहा उसको जाना हो वहां तक पहुंचा दिया जाये । यदि इस तरह किया जाये तो कदापि यह व्यक्तिगत ट्रक वाले या ट्रक कम्पनियां है वह रेलों के कम्पिटीशन में आगे नहीं आ सकतीं ।

मै ने देखा है कि जब सब्जियां या फल गाड़ी पर चढ़ाते है तो उनमें से कुछ का तो चालान होता है और कुछ बगैर चालान के

ही उठा कर भर दिये जाते हैं । जो माल भरने वाले या उतारने वाले दलाल होते हैं वे चालान के अलावा भी टोकरियों भर देते हैं । उनको उतारने समय स्टेशन पर रेल के बाबू चेकिंग तो कर लेते हैं परन्तु भरते समय चेकिंग नही किया जाता । वह सब सामान व्यापारियों को मौके पर ही दिया जाता है क्योंकि वह सामान ज्यादा दिन रुक नही सकता । उनको सामान देकर उन से रेल के व्यापारी पैसे बाद में देने के लिये कह देते हैं । लेकिन बाद में पैसा कौन देता है ? इस प्रकार से कितने ही रुपयो का रेलवे को घाटा हो जाता है । इस के सम्बन्ध में मैं यह चाहता हू कि जब तक व्यापारी उनका पैसा न दे तब तक उनको सब्जी फल वगैरह न दिया जाये । अगर उसके बाद भी वह पैसा देने पर राजी नही होता तो उसको नीलाम कर दिया जाय । इस तरह से रेलवे को काफी इनकम हो सकती है ।

हमारे रेलवे मन्त्री महोदय ने अपने भाषण में कई बाते कही है । मै उनका आभारी हू कि रेलवे काफी कार्यकुशलता से कार्य कर रही है और उसकी काफी तरक्की हुई है, लेकिन मै अपने चुनाव क्षेत्र बीकानेर के सम्बन्ध मे जो कि भूतपूर्व स्टेट है सन् १९५३ से लेकर आज तक सुझाव देता आया हू कि वहा पर बीकानेर जक्शन से लालगढ की लाइन शहर के बीच में से हो कर गुजरती है, उस पर तीन क्रासिंग पडते है और १२ घटे के अन्दर याने कम से कम प्रात ५ बजे से ले कर रात को ११ बजे तक ३६ बार रास्ता बन्द रहता है । लाइन के एक तरफ तो सारे शहर के लोग रहते है और दूसरी तरफ रेलवे डिपार्टमेंट या दूसरे राजकीय डिपार्टमेंट । उनमें जाने वाले लोगो का वक्त बहुत खराब होता है । नतीजा यह होता है कि उन को पहुचने में बहुत देर हो जाया करती है । वहां पर कोई पुल भी नही बन सकता है ।इस बीकानेर से लालगढ़ के चार मील के टुकडे को हटा दिया जाय और बडसीसर नागणीचे मन्दिर से हो कर वह लाइन शहर के बाहर लाई जाये । इस से लोग काफी परेशानियो से बच सकते है । आज तो यह होता है कि लाइन के एक तरफ को अस्पताल है, दूसरी तरफ अगर कोई बीमार हो जाये और उस को अस्पताल पहुचाना हो तो सीरियस केस तो वही पर खत्म हो जायेगा, वह अस्पताल नही पहुच सकता क्योंकि स्टेशन पर रेल आने के लिये फाटक बन्द कर दिया जाता है । मुझे याद है कि जब लार्ड माउटबेटन बीकानेर आये थे तो उन को भी २० मिनट तक वहा रुकना पडा था । मै बडे आदमी का नाम ले कर केस को मजबूत नही कर रहा हू, बल्कि ऐसा हुआ था ।

इसी प्रकार से माननीय मन्त्री ने अपने भाषण मे यह जिक्र किया कि हिन्दूमलकोट से गगानगर तक ब्राड गेज लाइन बनाने का प्रस्ताव सरकार के विचाराधीन है । इस के बारे में राजस्थान पचायत राज्य सघ की ओर से रेलवे मन्त्रालय को मिट्टी आदि डालने का आश्वासन दिया गया है । मै विश्वास दिलाता हू कि हम उस को पूरा करेगे । लेकिन मेहरबानी कर के इस १९ मील के टुकडे को जल्दी से जल्दी बना दिया जाय । क्योंकि गगानगर अन्न का भडार है बडा भारी कृषि क्षेत्र है, और वहा से काफी माल इस समय जाता है । वहा से माल भेजने के लिये पहले तो मीटर गेज के डब्बो मे डालने में और फिर ब्राड गेज में डालने मे रेलवे को काफी परेशानी होती है । यदि यह थोडा सा काम हो जाय तो व्यापारियो, व किसानो और स्वयम् रेलवे को काफी सुविधा हो सकती है । आज इसी परेशानी से बचने के लिये व्यापारी लोग प्राइवेट ट्रकों में माल भर कर दूसरी जगहो को भेजते हैं ।

इसके बाद करप्शन के बारे में कुछ कहना बेकार ही है । उस को तो भगवान ही दूर करे तो वह बन्द हो सकता है । हमारे यहां रेलवे की वर्कशाप है । वहां काफी चोरी होती है । पिछले दिनो की बात है कि १२ मन कापर

[श्री प० ला० बारूपाल]

नकल गया । जब वे बाहर आते तब उन की तलाशी ली जाती है । समय ातम होता है तब ताला लगा दिया जाता है, टोर्स के सील लग जाती है । इसलिये बाद में ही ोरी होती है । इतनी बडी-बडी रोड्स की ोरी हो जाये तो मजदूर उन को कैसे ले जा कते हैं यह हमारी समझ में नही आता है । लेकिन इस चीज को ले कर १२ हरिजनो को ुरी तरह से पीटा गया, पानी छिडक-छिडक कर उन को मारा गया । इतनी बडी बडी चोरिया होती हैं, तरह तरह से लोगो को धोखा दिया जाता है और भ्रष्टाचार होता है । जो ठेकेदार होते है उन का इस में काफी हाथ रहता है । उन से मिल कर सामान बाहर लाया जाता है ।

मेरा निवेदन है कि राजस्थान के अन्दर एशिया की सब से बडी नहर निकलने वाली है । उस एरिया का डेवेलपमेंट होगा, विकास होगा, नई रेलें भी निकलेंगी । इस के सम्बन्ध में बीकानेर में ब्राडगेज की लाइन बननी है । जैसा मैंने बतलाया वहा पर आज ट्रेफिक रुक जाता है, और लोगो का टाइम भी बडा नष्ट होता है । अगर आप उस को सिर्फ बढ़ा देंगे तो काम नही चलेगा । ना ही उस पर ब्रिज बनाइये । वर्तमान स्टेशन जो है वह इतना उपयुक्त नही है कि आप को काम दे जाये । नया यार्ड बनाने के लिये स्टेशन को कुछ न कुछ तो बदलना ही होगा । ऐसी सूरत में पहले ही से उस के लिये कोई प्लान क्यो न बना लिया जाये । वहा पर जमीन है लेकिन बाद में रेलवे को उस को पाना मुश्किल हो जायेगा क्योकि वहा की आबादी बढ़ रही है, वहा पर मेडिकल कालेज खुल रहा है । बाद में आप को अच्छी जमीन नही मिलेगी । इसलिये पहले से ही स्टेशन के लिये जमीन रिजर्व करा लेनी चाहिये ।

अब मै रेलवे मे सर्विसेज के बारे में कुछ कहना चाहता हू । रेलवे में हरिजनो के लिये स्थान भी कुछ सुरक्षित हैं, उन को भरती करने की भी कोशिश की गई है, लेकिन जो हमारे हरिजन स्टेशन मास्टर होते हैं उन की बहुत बुरी हालत होती है । उन को पानी नहीं मिलता है, दूसरे स्टेशन मास्टर उन को बार-बार अपमान करते हैं कि तुम नीच हो, तुम्हारे बर्तन अलग रखो । आप को ऐसे केसेज की तरफ ज्यादा ध्यान करना चाहिये । अभी भी अवस्था यह है कि वर्कशाप्स में हरिजनो को समानता पानी नही पिलाते । कुछ लोग ऐसे कट्टरपन्थी है कि मुझ को भी पानी नहीं पिलाते ।

उपाध्यक्ष महोदय आज तो मिनिस्टर साहब ने कहा है कि वह दूसरो को पानी पिलायेंगे ।

श्री प० ला० बारूपाल तो मेरा कहना है कि ज्यादा से ज्यादा हरिजनो को पानी पिलाने के काम पर लगाना चाहिए और उनको भोजनालय टी आदि के स्टाल देना चाहिए जिससे कि छूतछात भी दूर हो और साथ ही उनकी आर्थिक स्थिति भी अच्छी हो सके ।

एक माननीय सदस्य बालमीकियो को दिये जायें ?

श्री प० ला० बारूपाल चाहे बालमीकियो को दें या किसी और को पर हरिजनो को दें ।

श्री रघुनाथ सिंह (वाराणसी) यह जाच होनी चाहिए कि हरिजनो को जितने स्टाल दिये गये हैं उनमें से कितनो को सबलैट किया गया है ।

श्री प० ला० बारूपाल दूसरी बात मैं यह कहना चाहता हू कि जो कर्मचारी पू० पू० बीकानेर स्टेट रेलवे में काम करते थे उनकी सीनियारिटी ठीक तरह से फिक्स नही की गयी है । केवल मजारिटी पर ही ध्यान दिया जाना मेरी समझ में बेबुनियाद है । मै समझता हू कि उन कर्मचारियो की तरक्की के मामले पर भी रेलवे बोर्ड को ध्यान देना चाहिये ।

एक बात मैं और कहना चाहता हूं कि अब राजस्थान कैनाल का निर्माण हो रहा है। उसकी वजह से आपको पंजाब में और राजस्थान में काफी रेलवे लाइनें बनानी होंगी। मेरा सुझाव है कि श्रीकोलायत से जैसलमेर बाया बाप और रामदेवरा होते हुए एक लाइन होनी चाहिए और सूरतगढ़ से पूगल, रणजीतपुरा, नाचना, रामगढ़, मोहनगढ़, संगरू तक एक लाइन बनानी चाहिए। आपको यह ध्यान रखना चाहिए कि जैसलमेर की तरफ बड़ी लाइन होना जरूरी है।

एक चीज और कहना चाहता हू। मेरतारोड से अजमेर तक का १८ मील का टुकड़ा है। इसे बना दिया जाये तो जनता को बहुत सुविधा हो। इसके न होने के कारण लोगो को बहुत घूम कर जाना पडता है। तो यह टुकडा भी बनना चाहिए।

आजकल ब्राडगेज की ज्यादा डिमाड हो रही है। मेरा सुझाव यह है कि वर्तमान छोटी लाइनों की जगह ब्राडगेज लाइन बनायी जाये उन मीटर गेज की लाइनो का सामान पिछड़े हुए इलाको को दे दिया जाये। इससे भी उनका काफी काम हो सकता है। और वहा यह छोटी लाइन निकाल दी जाय इस से रेलवे को काफी फायदा हो सकता है।

श्री रा० स० तिवारी (खजुराहो) उपाध्यक्ष महोदय, रेलवे बजट पर बहस भी हो चुकी और मन्त्री जी ने जवाब भी दे दिया और अनुदानों के विषय पर चर्चा चल रही है।

मेरा निवेदन है कि रेलवे मन्त्रालय ने जो अपना बजट पेश किया है वह हर साल की भांति ही किया है। उसमें न कोई नवीनता दिखायी देती है और न कोई बढ़ती दिखाई देती है। जिस तरह से हमने पिछली साल रेलवे बजट पास किया था उसी तरह आगे के लिए भी करने जा रहे हैं मेरा कहना यह है कि बजट की एक सीमा होती है और उसमें यह कहना कि हमको यह पुल मिलना चाहिए या हमको यह लाइन मिलना चाहिए, कुछ ज्यादा ठीक नहीं है। जब तक कि खास तौर से जांच आदि न की जाये और सर्वेक्षण पहले न हो जाय तब तक नई चीज नही दी जा सकती। बजट का तो एक संकीर्ण दायरा होता है और उसमें ज्यादा घटा बढी नहीं हो सकती। दूसरी योजना के लिए हमको ११ अरब २१ ५ करोड़ रुपया दिया गया था। उसमे से तीन वर्ष बीत चुके हैं अब हमको इस रकम में से इस साल खर्च करने के लिए २३५ करोड रुपया है। इस रकम को हम सूची के अनुसार ही खर्च कर सकेंगे। उसमे घटा बढ़ी नही की जा सकती। इसलिए मैं इस योजना के लिए तो नही कहता, पर मैं चाहता हूँ कि तीसरी योजना बनाते समय उन क्षेत्रों का ध्यान रखा जाये कि जहा अभी तक कुछ भी काम नही हुआ है। कुछ रियासतों के क्षेत्र ऐसे हैं जो कि आज कल प्रदेशों मे शामिल कर दिये गये हैं, कि जहा पर न तो राजाओ ने पहले कुछ काम किया है और न अब काम हो रहा है। इसलिए अगली योजना मे ऐसे क्षेत्रों को रेलवे देने की आप कृपा करे। मेरा मतलब बुंदेलखंड एरिया से है। उस एरिया के खजुराही, छतरपुर, टीकमगढ और पन्ना जिलों मे न अभी तक रेलवे का सर्वेक्षण हुआ है और न उसकी कोई चर्चा ही है। इसलिए मेरा निवेदन है कि इन जिलो की तरफ आप अवश्य ध्यान दे। खजुराहो एसा स्थान है जहा पर करीब दस विदेशी लोग रोज आते हैं और उनकी सख्या बढ़ती जा रही है। अगर वहां के लिए यातायात की सुविधा हो जाय तो सरकार को विदेशी मुद्रा का बहुत लाभ हो सकता है। अभी वहा पर विश्व बैंक के लोग गये थे लेकिन वर्षा के कारण वे खजुराही से एक फरलाग से लौट आये। आप सोचे कि उनके मन में क्या भाव पैदा हुआ होगा। जो लोग कनाडा, आस्ट्रेलिया आदि दूर देशों से खजुराहो को आते हैं और उनको इस तरह की तकलीफ होती है तो उन पर क्या असर

[श्री रा० स० तिवारी]

होता होगा । वह सोचते होंगे कि हिन्दुस्तान में ऐसे ऐतिहासिक स्थानों तक जाने के लिए यातायात की सुविधाएं नहीं हैं । मैं आठ दस साल से यहां इस विषय पर सरकार का ध्यान दिलाता आ रहा हूं । मेरा सुझाव है कि ललितपुर से छतरपुर होती हुई खजुराही को एक लाइन का सर्वेक्षण किया जाये और कालपी से हरपालपुर, हरपालपुर से छतरपुर, छतरपुर से खजुराही को दूसरी लाइन का सर्वेक्षण किया जावे । एक महोबा से खजुराहो तक ३५ मील का टुकडा है इसको बनाया जाय । इन लाइनों के पहले किसी एक के बनने से इस एरिया में बहुत उन्नति हो सकती है। ये बहुत बडी लाइन नहीं हैं । लेकिन इसके बनने से यहां की जनता को बहुत लाभ हो सकता है ।.

मन्त्री जी ने कहा कि रेलवे अपने सामान के मामले में आत्मनिर्भर होती जा रही है और जो ८० करोड रुपया रखा था उसमें से केवल १२ करोड का सामान बाहर से मंगवाया गया है । मेरा कहना है कि जब आप इंजिन आदि सब कुछ बनाते हैं तो यह पुरजे भी क्यों न अपने यहां बना लें ताकि यह १२ करोड रुपया भी बाहर न जाये ।

यहां पर कहा गया कि रेलवे की आमदनी घट रही है । इसका कारण यह है कि देहातों में और जिलों में सडकों का बहुत निर्माण हो गया है इसलिये बहुत सा माल सडकों से जाने लगा है । मोटर लारियां हमारे दरवाजे से माल ले जाती हैं और ठीक स्थान पर पहुंचा देती हैं । पर रेलवे में यह हो रहा है कि अगर हम आपके दरवाजे पर भी माल पहुंचा देते हैं तो भी नहीं लादा जाता । मैं आपको एक मिसाल दूं । छतरपुर जिले में पटराजपुर, माहबरा आदि मंडियों में पान इतना ज्यादा होता है कि शायद हिन्दुस्तान में दूसरा ही नम्बर उनका हो । जब पान रेलवे पर लादने के लिये हरपालपुर या महोबा स्टेशनों पर लाया जाता है तो कर्मचारी कहते हैं कि दो रुपया, तीन रुपया प्रति बंडल दो तो लादेंगे । अगर नहीं देते तो एक दिन की देर कर देते हैं । नतीजा यह होता है कि पान सडने लगता है तब लोग रुपया देकर उसको लदवाते हैं । पाकिस्तान से पान का सम्बन्ध टूट गया है मगही पान गया है । इसी कारण लोग ट्रकों से माल लादने लगे हैं और दिल्ली आदि बडे बडे शहरों को भेजते हैं । इस तरह रेलवे का नुकसान होता है ।

रेलवे कर्मचारियों को तो प्रेम और मुहब्बत नम्रता से काम लेना चाहिये और लोगों को हर सुविधा देनी चाहिये क्योंकि यह तो व्यापार की लेन है । अगर रेलवे का यह रवैया न बदला तो दूसरे लोग फायदा उठायेंगे और रेलवे का नुकसान होगा । अभी शायद इसलिये नुकसान नहीं मालूम होता कि काम बढ रहा है । लेकिन अगर ठीक व्यवस्था नहीं हुई तो ज्यादा नुकसान हो सकता है ।

एक चीज और मैं कहना चाहता हूं । हमने देखा है कि अगर कोई मुसाफिर पूछताछ करना चाहे और उस समय पूछताछ के दफ्तर में बतलाने वाला बाबू न हो तो अगर किसी पास खडे दूसरे रेलवे कर्मचारी से पूछा जाये तो वह कहता है कि पूछताछ के दफ्तर में पूछो मैं नहीं जानता । मैं चाहता हूं कि जो व्यक्ति जानता न हो, उस को फौरन सूचना देनी चाहिये और रास्ता बताना चाहिये ।

रेलवे की आमदनी दुगनी हो सकती है, लेकिन हमारे रवैये की वजह से ऐसा नहीं हो रहा है ।

अब मैं सडने गलने वाली चीजों के बारे में कहना चाहता हूं । हमारे एक्स-रेलवे मिनिस्टर, श्री लाल बहादुर शास्त्री कुछ वर्ष पूर्व महाराजपुर गये थे । वहां उन्होंने सार्वजनिक सभा में कह दिया कि सडने गलने वाली चीजों (पान) के लिये एक्सप्रेस गाडी में डिब्बे लगवाने की व्यवस्था

की जायगी । लेकिन जब वह यहां आए, तो सेक्रेटरियो ने कहा कि ऐसा नहीं किया जा सकता है, जब तक कि चार पहियो वाले डिब्बे न हो, नही तो डिब्बे उलट जायेंगे । परिणाम यह हुआ कि मत्री महोदय की दी गई आज्ञा रद्द हो गई और उस के सम्बन्ध में कुछ न किया जा सका । मै यह निवेदन करना चाहता हू कि अगर रेलवे में जाने वाली बडी बडी चीजो—सडने गलने वाली चीजो की तरफ ध्यान न दिया गया, तो इस से रेलवे का ही नुकसान होगा ।

जहा तक थर्ड क्लास में चलने वाले यात्रियो का सम्बन्ध है, मै कहना चाहता हू कि उन से रेलवे प्रशासन को १०,४७,८५० हजार की आमदनी होने का अनुमान है, जब कि अपर, फस्ट, सेकेन्ड क्लासिज से १,३५,१५० हजार की आमदनी होने का अनुमान है । इस अवस्था में यह कितने आश्चर्य की बात है कि जो वर्ग रेलवे प्रशासन को इतनी आमदनी देता है, उस को पर्याप्त सुविधायें नही दी जा रही हैं । मेरा निवेदन यह है कि थर्ड क्लास के यात्रियो के लिये सोने की सुविधा दी जाय, ताकि वे लोग लम्बी यात्राये आराम से कर सकें । गर्मी में पखे आवश्यक है, भी लगाये जाने चाहिये ।

जैसा कि मै ने अभी कहा है, उन स्थानो का सर्वेक्षण कराया जाय, जहा आज तक रेलवे नही पहुची है । इस सम्बन्ध में मै ने आप को उदाहरण दिये है ।

रेल के पुलो के बारे मे मै यह निवेदन करना चाहता हू कि आप ने इस साल चालू काम के लिये ६ ५२ करोड रुपया रखा है और १ ८ करोड रुपया नये कामो के लिये रखा है । झासी-मानकपुर लाइन का बेतवा नदी पर जो पुल है, वह १८१८ ई० में बना था । उस के गर्डर अब जीर्णशीर्ण हो गये हैं और रेल के चलने से उस पुल के गिरने का खतरा है । वहा पर एक्स-ए का इजिन चलाया जाता है, जो कि दस मील फी घटे की रफ्तार के चलता है । झासी-मानकपुर लाइन पर अधिकतर कभी गाडी समय पर नही चलती है । वहा पर इस समय दो गाडिया चलती हैं । इस सम्बन्ध में एक लाख रुपया इस साल के लिये रखा गया है, जब कि कुल खर्चा ३१ ८२ लाख होना है । इस का मतलब यह है कि इस काम को पूरा होने में ३२ साल लगेंगे । इस अवधि में पुल गिर सकता है और उस के साथ गाडी गिर सकती है । इस लिये मेरा निवेदन यह है कि उस काम को एक दो वर्ष में पूरा कर दिया जाये । डासन नदी में भी यही हाल है और उस की ओर भी ध्यान दिया जाना चाहिये । भोपाल और बीना के बीच दोहरी लाइन बनाने का काम भी जल्दी से जल्दी पूरा किया जाये ।

अ त मे मै यह भी कहना चाहता हूं कि अब भोपाल हमारे प्रदेश की राजधानी बन गई है, लेकिन इतने बडे प्रदेश की राजधानी का स्टेशन बनाने का कोई प्रबन्ध नहीं है । उस के लिये जल्दी मे जल्दी उपाय किया जाय । शहर को जाने के लिये जो क्रासिग है, उस को चाहे आप बनवाये और चाहे वहा का विभाग बनवाए ।

मै दस बारह साल से रेलवे लाइन के लिये खजुराहो के बारे में कहता आ रहा हू मै फिर कहना चाहता हू कि बुन्देलखड मे रेलवे का विस्तार किया जाये ।

मै आप को धन्यवाद देता हू कि आप ने मुझे समय दिया है ।

Shri Supakar (Sambalpur) Mr. Deputy-Speaker, I am speaking on my cut motions I would first of all impress on the railway authorities the necessity for having a *Janata* train between Howrah and Nagpur, because the present arrangement of having one mail and two passenger trains between these two stations is not quite sufficient and there is always complaint of over-crowding

[Shri Supakar]

I will next come to the lighting arrangement in some trains We find that though the Second World War ended in 1945, many trains in the South-eastern Railway continue to be as dark as they used to be when there was black-out in the trains We find that in some of these trains, the light in the ceiling is so dim that it is only a small fraction of a candle power and it is difficult for passengers to travel This should be looked into

There are one or two points that need special attention of the Government I have also written to the authorities concerned about them, but without success You will find that in the Sambalpur area, the Hirakud dam project is there and the construction is going on since 1946 The prices have gone up and the officials of the Central Government and also the State Governments have been given certain compensatory allowance for the construction Unfortunately, though the railway itself gives Hirakud dam construction compensatory allowance to the staff in stations which are beyond 30 miles from the project, it is a strange thing that the staff who have been working in stations nearest to the Hirakud dam project, namely, Sambalpur, Sambalpur Road, Sason Rangali and Lapanga do not get the benefit The staff working in these stations are not getting the Hirakud dam construction compensatory allowance, though staff working in stations at a distance 200 or 150 miles are getting that allowance I carried on certain correspondence about this matter, but unfortunately there was no reply It is strange that when staff in other departments like Postal and Central Excise departments are getting this allowance, those persons working in stations I have mentioned do not get it

I will also speak of the new constructions that are going on in Rourkela As a consequence of the new steel project having come up at that place, the prices have gone up Then, all officials working in other departments are getting special allowance for that though the railway staff are not getting the same In spite of their representations they have failed to get any redress in this respect.

My hon friend, Shri Mahanty and Shri Dwivedy spoke about having a divisional headquarters in Khurda Road Though this problem has been cropping up every now and then the Government always say that the operational efficiency has to be taken into consideration and that they are not concerned about the suggestion for divisional headquarters

Even from the operational efficiency standpoint, we find that between Howrah-Nagpur line we have two regional headquarters at a distance of within 200 miles We have one divisional headquarter at Chakradharpur which is within a distance of 200 miles from Kharagpur, and the next headquarter is at Bilaspur, which is also within a distance of 200 miles But we find that in the Howrah-Madras line in between Waltair and Kharagpur, a distance of over 500 miles, there is no divisional headquarter So, it will be in the fitness of things to have a regional headquarter at Khurda Road

Then I will come to the new railway lines I am thankful to the railway administration that at long last they have decided to start the Sambalpore-Titalagarh railway line Though the survey was completed in 1953 or 1954 nothing was done till now I am glad to know that they have provided some money this year to start the construction of a railway line from Sambalpur to Titalagarh So also, they have taken up the Rourkela-Barsua line which, I hope, will be completed in time in order to facilitate the movement of iron ore from the Barsua mines to Rourkela But what is equally important and deserves attention of the Government of India for the development of not only Orissa but also the development of the whole of India, specially the development of transport and communication of India, is the necessity of connecting Cuttack or any nearby sta-

tion with Paradip port You will remember that some time ago I brought a resolution about converting Paradip into a major port Then the Minister for Transport and Communications was pleased to state that unless the State Government develops it into a medium port it is not possible for the Government of India to give any help But as you know unless the Government of India helps in developing the hinterland of this port, it is difficult to make any headway in this direction and in order to develop the hinterland which possesses large quantities of iron ore and manganese ore which may be transported from India to abroad it is essential that there should be a railway line from Cuttack to Paradip

Government have been taking steps to export a large quantity of iron ore from India to Japan and in that connection they are developing the Sambalpur-Titalgarh line with the help of the Japanese loan and the American loan But it is equally important to equally facilitate the transport of iron ore and other minerals to foreign countries to earn foreign exchange to establish a railway line between Cuttack and Paradip port

My last suggestion is about the import of large quantities of sleepers from abroad We were told the other day during the Question Hour that we are taking a large quantity of timber from Australia I think this is entirely unnecessary if the Government is serious in tapping the internal resources Very valuable timber is available in this country and during the Second World War valuable timber from Orissa was taken to the Middle East and other areas of operation of war to construct railway lines So, if the Government is serious in tapping the internal resources specially of Orissa, they can get valuable timber for sleepers and it should not be necessary for the Government to go in for sleepers from abroad and thereby losing valuable foreign exchange which could be utilized otherwise very profitably

Shri J B. S Bist (Almora) The overall responsibility for framing the development programme rests with the Railway Board The Board's efforts to make the railways self-sufficient in the matter of equipment and rolling stock are commendable I wish, however, to point out that the needs of the backward areas have not met with the attention they deserve

Turning to page 10 of the speech of the Minister a statement is given of the various works now in progress There the Ghaziabad-Tughlakabad link is to serve only the Delhi region Then on page 12 the new lines projects which will be completed or will mature in the Third Plan are given But U P does not find a place there On page 13 are given the sanctioned surveys which are to be made Again I think U P goes by default On page 14 completed surveys are indicated and there also U P does not come into the picture I think U P deserves more sympathetic treatment We have no objection to these projects at all But what we desire is that the needs of equally backward and undeveloped areas should be paid proper attention Lastly on page 18 mention has been made of the new passenger trains introduced It is not indicated as to how many of them belong to each region particular region such as U P Probably none This gives a dismal picture of the progress of rail connection in U P When we come to the backward part of that State, things are worse For instance there is only one meter gauge link connecting the Almora and Naini Tal districts with their Bhabar and Terai areas

15 40½ hrs.

[SHRI MOHAMMED IMAM *in the Chair*]

The total number of services provided are few After independence this Terai and Bhabar area was denuded of its forests These are the forests in which dacoit Sultana took safe refuge Huge farms are now springing up and the Terai State Farm is also located there Orchards are being laid out in the hills Horticulture is

[Shri J. B. S. Bist]

being promoted and people are persuaded to take up horticulture more than agriculture to make it as improved as Kashmir. Also, minerals such as copper, zinc and dolmite have been found in the district of Almora. How can all these rich resources be utilised unless there is a proper rail link?

Apart from economic developments, these areas are of great strategic importance The Almora District adjoins the borders of Tibet and Nepal. In these times of cold war one cannot be very complacent. While I concede that our borders with Pakistan may be more vulnerable, I venture to suggest that these northern borders are of no less importance and cannot be neglected Hence a proper railhead is necessary.

I had asked some question regarding the railway line from Rampur to Haldwani, which will connect Delhi direct with Kathgodam, which is the railhead for Almora and the Naini Tal Districts. From the answer . .

Shri M. B. Thakore (Patan): Sir, there is no quorum

Mr. Chairman: I am having the bell rung. Now, there is quorum. The hon Member may resume his speech.

Shri J. B. S. Bist: I was saying that I had asked certain questions which were answered on the 11th February, 1959 The questions are·

"(a) whether any preliminary survey has been ordered or is proposed on the broad-gauge rail link between Delhi and Kathgodam *via* Rampur and Rudrapur;

(b) if so, the progress thereof; and

(c) whether Government propose to include the project in the Third Five Year Plan in order to develop the Terai area and the economy of the Naini Tal and Almora Districts adjoining the Indo-Tibetan borders?"

The answers were:

"(a) and (b). Delhi and Rampur is already connected with a B.G. line. Survey for a B.G. line from Rampur to Haldwani has since been completed and the Survey Report is awaited.

(c) It is too early to say anything at this stage."

I do not think that there should be any undue difficulty for this particular rail link Probably, the Board is not aware of the difficulties which the people in my District and in Naini Tal District face when they go to their homes As it has been stated by the hon Member from Naini Tal already, I need not repeat those difficulties. One has to go *via* Bareilly and get a change if he can possibly get it on the meter gauge or miss it It takes 18 hours while to Kanpur, which is further on, one could travel conveniently within 8½ hours. So, I submit that this rail link should be provided. It is important not only from the economic point of view but also from the strategic point of view

Mr. Chairman: The hon Member must conclude There are other speakers also

Shri J. B. S. Bist: Only one minute more

I would therefore appeal to the hon Minister and the Board to consider this question seriously in view of the fact that the hill areas also depend for their food on the plains. Generally, food has to be transported I would also request that this line should not be shelved because already the survey has been done and there is no reason why it should not proceed on It is needed not only economically but also strategically.

Shri V. Kacharan (Palghat): Sir, I wish to draw the attention of the hon Minister and the Railway Board to the difficulties experienced by the staff specially the Third Division Clerks. In the seniority list of the Third Division Clerks there are so many anomalies. After the integration of the M.S.M.R. and S.I.R., the seniority list was prepared but a different formula was adopted in that matter In some cases the date of

appointment has been fixed as the date of seniority and in some other cases it has not been done. Though there was a chance to appeal against the orders, the orders were not published till that period was over. So, many of the Third Division Clerks could not ventilate their grievances on the orders passed

I think at present some seniority list is going to be drawn up division-wise and if there is any chance to rectify it, this has to be looked into. They have represented matter to the Railway Board but I think it has not been taken note of

Then they require some other amenities also. I have seen the Budget and found that some provision has been made to construct quarters. The other point that I want to bring before the House is that a number of measures have been adopted and new trains have been introduced in the country to relieve overcrowding, but it has not been extended to the West Coast In the Southern Railway, specially in the Malabar and Cochin areas, overcrowding and all sorts of difficulties are there In some other parts of the country, chain pulling and ticketless travel are extensive but in West Coast such difficulties are not experienced by the Railways That may be the reason why the Railways have not paid so much attention to these difficulties.

There are only two through trains from Malabar and Cochin, the Madras-Mangalore Mail and the Cochin Express These two trains are fully crowded and there will not be room even to stand for the third class passengers Daily a number of people have to go in these trains for their jobs They are facing a lot of difficulties. If a Janata Train is introduced from Malabar—any part of Malabar—to Madras, that would relieve the congestion That would be beneficial not only to Malabar, but to other areas also like Erode and Salem, etc. If that is not possible, at least one compartment each should be attached to the Mangalore Mail and to the Cochin Express Then, congestion will be relieved. So many people going to Bombay are facing many difficulties. They do not get connection for Bombay. They have to spend a lot of time and even then, their families and children do not find a place in the train If through compartments are attached, it will give relief

Another point that I wish to bring to the notice of the House is, in Malabar, there is no convenient train even to Trivandrum To cover about 200 miles, we have to spend 24 hours. From Ernakulam to Quilon, a distance of 95 miles, the tram takes 10 hours

Shri S. V. Ramaswamy: It is a new track It has got to be stabilised

Shri V. Eacharan: Some attempt should be made to reduce it A lot of people from Mangalore, Kasargod, etc, go to Ernakulam There is no through train They have to change at Shoranur and catch another train. If a through train is introduced, that would save lot of time and inconvenience

Next, I would like to refer to remodelling of stations, especially Palghat and Calicut These two stations are very old Recently, the hon. Deputy Minister inspected the Division, and he has seen the condition of Palghat station It is the headquarters of a revenue division and a growing town The present station is not at all sufficient to meet the requirements of the passengers Something should be done Formerly, there was a daily booking of 1800; this has gone down. This is mainly due to lack of facilities There is no connecting train for the Mail and the broad gauge lines In pre-war days, there was a shuttle running between Olavakot, Palghat, and Coimbatore This has been stopped After the war, this has not been started again This has to be done. Or, in its place if a diesel car is introduced, it will be convenient to the people

The hon Railway Minister pointed out, as regards over-bridges, that if the State Governments take initiative, it would be convenient. Anyhow, there are lots of difficulties for road traffic

[Shri V. Eacharan]

at Shoranpur, Calicut and other places This also should be looked into

A reserved quota of appointments is available for the Scheduled Castes and Scheduled Tribes people It is not given region-wise In the Southern Railway, the overall quota may be filled up But if you consider the west coast or the Olavakot division, the number appointed is very little That may be due to the fact that even for class IV appointments, they have to go to the Divisional and Zonal headquarters for interview and some other formalities If, instead of calling them to the headquarters at Madras, the interviewing officer could travel and interview the candidates at Ernakulam or other place, in the division or near the station, they would be benefited and they would be able to enter service along with others

At the time of the construction of the Ernakulam—Quilon Railway, so many people were taken as casual labourers on the understanding that if vacancies arise they will be absorbed At present the tendency seems to be this They are not getting any chance on the ground that they are not available or their whereabouts are not known These people also should be considered for absorption in work

My last point is Sir, the Railway Gazettes are not issued to anybody either to the public or the Members of the House That is what I learn from the Railway Board The Railway Gazette is also a Government document just as the *Government of India Gazettes* or the *States Gazettes* If it is made available, they will come to know all the information and it can be of use to others also It will be of great benefit to the people At the time of the old Companies, that may be the practice and the Railway Gazettes were published only for the Administrative Tables Now, this is a nationalised concern and all the information could be made available to the Members After all, this is a Government document It is not any secret document The old practice of the Companies may be dropped and the Gazettes may be made available to the Members

In my area, there is not even a single establishment started for departmental catering The passengers are facing many difficulties. From Coimbatore to Mangalore and Shoranur to Trivandrum, there is no departmental catering If at least one could be started at Shoranur, it would be of great benefit to the people

When complaints are made to the Railway Board, they never care to reply I do not know whether they look into them or investigate them This is the complaint which I have to make Whenever any representation is made to the Railway Board, they usually direct some of their lower level officers to enquire and reply direct This attitude is not satisfactory The other departments of the Government of India give a reply

Mr. Chairman: When I ring the bell I request the hon Member to conclude

Shri V. Eacharan: Some time back, hon Railway Minister announced that, to all the representations received by him, he used to reply direct or with his knowledge The Railway Board is not doing that If they direct the lower level officers to look into that, the very purpose of the representation is defeated This also should be looked into

Shri Aurobindo Ghosal (Uluberia): Sir I shall only touch the salient points in the cut motions as it will not be possible for me to dilate on the points mentioned in all my cut motions Whatever statistics may be presented by the hon Railway Minister, I am not prepared to believe that the road transport has increased only because of the higher rate of freight There are many other contributory factors There is delay in transit also Nowadays it takes about four days if goods are sent from Delhi to Calcutta by trucks whereas the Railways take more than eight days

Besides delay in transit, I would like to refer to one thing. The dealers have got to incur expenses in booking goods and also in taking delivery of the commodities. Even after incurring that expense, I would like to refer to the main point which has been mentioned in my cut motion regarding refusal of the claims of the small dealers. If any damage or shortage is found and a claim is put in to the Claims office, the dealers must make arrangements regarding payment. Otherwise, it is impossible to get the damage or the shortage settled. The rate of this extra money or bribe is also very high, as high as the price of other commodities. If any claimant refuses to come to a settlement or compromise, it will be very difficult for him to get the claims settled. One instance has already been cited by the hon Member Shri B. Das Gupta. I would like to point out another instance. About a month ago, within a week, about 500 fruit, vegetable and egg dealers were refused settlement of claims by the Claims officials on some flimsy grounds. The real fact was that the Claims agent of these dealers failed to make or enter into compromise with the officer That is the way in which Claims offices are being run in the South Eastern Railway What I find in Calcutta is, most of the Railway officers, after retirement, open Railway claims offices, with the advantage that they can influence the officers who may have been their subordinates while they were in service. I have seen with my eyes that some clerks have been carrying these files to the claims agents' office in order to intimate them about the delays.

16 hrs.

I shall also point out the corruption in the department. The instance I mention was published in the *Ananda Bazar Patrika* of 30th October, 1958 and 9th November, 1958. In Howrah Station a honey-comb was found centering around some lady employees. That has also come in the papers.

Innumerable instances of corruption, favouritism and nepotism will be found in the selling of used tickets, in the creation of artificial want in the reservation of higher classes and in the booking of fish, vegetables and other perishable commodities.

In the matter of promotion also, favouritism and nepotism will be found in every branch, especially in Howrah station, because it was once the talk of the city for several months that a lady announcer who was a non-matriculate was recruited in the scale of Rs. 80 to Rs. 160, and later on she was promoted to the scale of Rs. 100 to Rs. 185 superseding about 80 employees, because she was the favourite of some officer. This is not my own statement. It has all come out in the paper.

I want to refer to another instance. In the Claims Office there is an officer whose honesty has been repudiated by even the Watch and Ward Department of the Railway Office. In 1950 he was arrested in connection with some defalcation and bribery, but after he was detected, he has got a promotion and has been elevated to the position of an officer. This is the way in which corruption is growing in the Claims Office.

Now I turn to the condition of the railway employees, the conditions under which they are working. The most vital point is in regard to a large number of casual and contract labourers It is regrettable that the railways should take advantage of the problem of unemployment and that people should be made victims both in respect of wages and labour. Thousands of casual workers are employed, though the nature of the service is permanent I shall give you one example In the I.O.W. unit of Kharagpur there are about 200 permanent employees and 500 casual labourers who have been working continuously for five years. Even though there are vacancies for the jobs of gangmen and khalasis, these casual workers are not being absorbed in those posts.

[Shri Aurobindo Ghosal]

I do not know why Government still maintains this obnoxious contract system In Shalimar godowns and other godowns of the railways this system is prevalent, and it should be immediately stopped

In regard to the suburban trains of the South-Eastern Railway, I should like to point out that the condition of the carriages is very wretched Within the last three months I do not remember to have travelled in local trains having light Because of this in November last, a railway employee, an Assistant Station Master, molested a lady I do not know what steps Government have taken in that connection

Shri Nanjappa (Nilgiris) Within the limited time at my disposal I shall confine myself to ventilate local grievances

My constituency produces a lot of potatoes and they are exported to northern India, especially Calcutta The merchants have grievances that wagons are not made available to them as and when they want them. The merchants have profit as their motive so, to a certain extent the railways must oblige them

Another point is that potatoes, which are grown in a very cool climate are transported to a very hot area in the months of June, July, August and September However much the claims of the merchants may be very unreasonable yet they have to be accommodated because they are exporting edible commodities What they want is that some wagons should always be kept ready at Mettupalayam which is the main exporting station for all the potatoes growing in the Nilgiris

Another complaint that the merchants make is that most of the potatoes perish in transit, because the wagons do not have ventilators There is no proper aeration while the potatoes pass through the very hot region So, they want that ventilators should be provided in every wagon that is supplied to them

The railway employees in the Nilgiri Hills complain that they have been discriminated against in the matter of the grant of hill allowances, whereas hill allowances are given in other parts of the country, especially in Assam, they say that hill allowances have not been given to them. They made representations to the Deputy Minister, and he promised to look into the matter I do not know at what stage that matter stands at present

Again, I shall descend to Mettupalayam Being at the foot of the Queen of hill stations, Mettupalayam presents the appearance of a very bad railway station and that too a very old-fashioned one Even while Shri Sri Prakasa was the Governor of Madras he had drawn the attention of the local municipality to the ill-fitting condition of Mettupalayam railway station He also promised to take up the matter with the Railway Minister Representation was made to the Railway Minister, and the latter also immediately promised that he would look into the matter if representations were made from the proper quarters The municipality took it up and made representations And now, the Railway Minister says that for lack of finance, they could not do anything, further, they say, for want of iron materials, they cannot make any improvement

What the people there want is a mere overbridge That people should cross the railway lines is against the Railway Act, yet, there is no provision for an overbridge even at such an important station There is not even a third class waiting room worth the name at the station The people have been clamouring for that They want some more benches Even such little things have not been provided whereas, actually the station requires remodelling, a good third class waiting room, a booking office etc all outside the station

I shall briefly refer to the Nilgiri Express This is also another train

which is running very late. It takes nearly thirteen hours to cover a distance of about three hundred miles, and it takes another three to four hours to reach Ootacamund This train must be speeded up.

My hon. friend from Kerala represented that in all the expresses that pass that way, there is a lot of overcrowding, with the result that people starting from Coimbatore or beyond find it very difficult to get accommodation in all the three expresses

There was an express called the Trichy-Bangalore express running previously All the Bangalore carriages in the three expresses can be attached at Erode, and they can form a separate train from Trichy to Bangalore. They were trying experiments with another train called the holiday train, from Bombay to Cochin They tried it for one month and stopped it afterwards This can also be made permanent; and they can have trains at least once or twice a week

While the hon Deputy Minister was in the south, he promised to bring in powerful engines on the line so that they may haul up more carriages to Madras But so far, nothing has been done

Mr. Chairman: The hon Member will now conclude

Shri Nanjappa: Having said about Bombay and Cochin, I have to draw attention to another thing They were thinking of having a new line from Chamarajanagar to Satyamangalam with a view to connect Bombay with Cochin It has been there for over 50 years A survey had been made; but no mention has been made of that in the Budget speeches all these days. I do not think they will execute this even during the course of the Third Five Year Plan

One thing more Enlarging my vision a little beyond, I will say this We use the G. T Express for our travel to Delhi. That train was taking 44 hours to run the distance from Madras to Delhi. Because people complained that it was running very late, the running time was increased to 48 hours. But on the very same line there is another train, the Deluxe tram which takes, I think, only 43 hours. There is every scope for the G. T. Express to be speeded up so that it may reduce the running expenditure and also benefit the travelling public.

पंडित ब्रज नारायण "ब्रजेश" सभापति महोदय, मैं समझता हूं कि केवल आलोचना किये जाना और यदि कोई कार्य हुआ है तो उसकी प्रशंसा भी न करना, मैं इस नीति का नहीं हू ।

मैं समझता हू कि जब से सदन मे रेलवे विभाग की कमजोरियों की ओर ध्यान आकर्षित करना आरम्भ हुआ है तब से रेलवे विभाग ने और हमारे माननीय मन्त्री महोदय ने बडी सावधानी के साथ, जागरूकता के साथ रेलवे मे जो बुराइया है उनको निकालने का प्रयत्न किया है और मैं देखता हू कि रेलवे विभाग में सर्वथा एक जाग्रति है, लोगो के व्यवहार में भी और अपने कार्य करने की पद्धति में भी । इसके लिए मैं रेलवे मंत्री महोदय को बधाई देता हू ।

इसके पश्चात् जो एक साधारण बात मेरे दिमाग मे है उसको मैं आपके सामने रखना चाहता हू और अब आप ध्यान दे रहे हैं तो मैं आशा करता हू कि इस तरफ भी आप ध्यान देंगे । मैं समझता हू कि भारतवर्ष मे, जैसा कि मैंने अनेको बार निवेदन किया है, यह रेलवे का जो विभाग है यह सरकार को और शासन को सबसे अधिक पैसा देने वाला है और जनता को भी सुविधा देने वाला है । मन्त्री महोदय इस बात को जानते हैं कि "भ्रमन्तम् पूज्यते राजा, भ्रमन्तम् पूज्यते द्विजा" अर्थात् जो राजा दौरा नही करता उसका राज्य नही रहता और जो उपदेशक नहीं घूमता उसका धर्म समाप्त हो जाता है । अब देश में प्रजातन्त्र हो गया है तो प्रजा ही

[पंडित ब्रज नारायण ब्रजेश]

राजा हो गयी है । तो राजा के लिये घूमने की प्रवृत्ति को बढाना आवश्यक है । क्योंकि लोग जितना घूमेंगे उतनी ही उनके ज्ञान में वृद्धि होगी । उससे शासन को पैसा भी मिलेगा और जनता का अनुभव भी बढेगा । तो मैं चाहता हूं कि इस तरफ ध्यान जरूर देना चाहिए । इस देश के लोग आलसी हैं और उनमें अकर्मण्यता घर कर गयी है । यदि ऐसा न होता तो क्या इतने दिनों तक यह गुलामी रह सकती थी । अब हमने प्रयत्न करके देश में जागृति पैदा किया है तो यात्रा की असुविधा के कारण लोग यह न कहने लगें कि यात्रा में बडा कठिनाई होती है और इसलिये घर से न निकलें । जब तक लोग बाहर नहीं निकलेंगे तो उनमें कुशलता नहीं आयेगी और उनका ज्ञान नहीं बढेगा । उपनिषदों में भी लिखा है "चरैवेति चरैवेति" तो जनता में चलने की प्रवृत्ति होनी चाहिए । तो यह बहुत आवश्यक है कि लोगों को घूमने का अवसर अधिक मिले । इससे प्रथम तो यह लाभ है कि लोगों का ज्ञान बढता है और दूसरे इससे शासन को पैसा भी मिलता है । तो लोगों को भ्रमण के लिये अधिक से अधिक सुविधा देने के लिए रेलवे ध्यान दे ।

अभी भी रेलवे विभाग में कुछ गडबडी है । उसकी ओर मैं आपका ध्यान दिलाना चाहता हूं । जितने बडे अफसर हैं वे प्राय आपरेटिंग सेक्शन में लिये जाते हैं, कमर्शियल सेक्शन से कम लिये जाते हैं । मेरा सुझाव है कि सब लोगों को बढने का समान अवसर मिलना चाहिए ।

अगर एक एम० ए० बी० काम० क्लर्क हो जाता है तो वह उस मैट्रिक पास से पीछे रह जाता है जो कि गार्ड होता है । इसलिये मेरा निवेदन है कि पढे लिखे लोगों को उन्नति के लिए खुला क्षेत्र मिलना चाहिए ।

ट्रेनिंग के लिए भी आपने प्रतिबन्ध लगा रखा है कि वह ट्रेनिंग नहीं ले सकते । आपको अधिक से अधिक ट्रेंड लोग मिल सकें इसके लिए यह आवश्यक है कि आप इस प्रतिबन्ध को हटा लें । और जो उत्साही लोग हों उनको ट्रेनिंग लेकर आगे बढने का अवसर मिलना चाहिए ताकि अच्छे से अच्छे ट्रेंड लोग आपको मिल सकें । इसलिये मैं चाहता हूं कि आपको यह प्रतिबन्ध हटा देना चाहिए ।

साथ ही मैं यह भी निवेदन करूंगा कि जो आदमी आपके पब्लिक सर्विस कमीशन से आते हैं वे उन लोगों से जो पहले से काम कर रहे होते हैं आगे निकल जाते हैं और जिनका काम का अनुभव होता है उनको बढने का अवसर नहीं मिलता ।

अगर हम अनुभवी आदमियों को आगे बढायेंगे तो नीचे वालों को अंधेरे में नहीं रख सकेंगे क्योंकि वे लोग अपने काम को अच्छी तरह जानते हैं ।

दूसरे मैं एक बात और निवेदन करना चाहता हूं । मैंने पिछली बार भी यह निवेदन किया था । यह कोई बडी बात तो नहीं है पर आपका ध्यान उस तरफ केन्द्रित हो जाये इसलिये मैं उसे आपके सामने रख रहा हूं । हमें सबसे ज्यादा आय जो होती है वह तीसरे दरजे के यात्रियों से होती है । इसलिए रेलवे विभाग को इनकी सुविधा का अधिक से अधिक ध्यान रखना चाहिए । उनकी तरफ अधिक ध्यान देना चाहिए । मैं यह निवेदन करना चाहता हूं कि बडे बडे भवनों के निर्माण की तरफ थोडा कम ध्यान देकर थर्ड क्लास के डिब्बे बनाने और उसके यात्रियों की सुविधायें बढाने की तरफ ज्यादा

***Expunged as ordered by the Chair

ध्यान देना चाहिए। इससे सरकार को लोकप्रियता भी प्राप्त होगी और उसको धन भी प्राप्त हो जायेगा और जनता यह अनुभव करेगी कि अब हमारा राज्य आ गया है। अगर केवल फर्स्ट और सैकण्ड क्लास वाले ही यह अनुभव करे कि हमारा राज्य आ गया है और थर्ड क्लास वाले अनुभव करें कि न पहले हमारा राज्य था और न ही अब हमारा राज्य है, तो यह उचित न होगा। चूंकि उनकी संख्या अधिक है, इस लिए उनकी सुख-सुविधाओं की ओर ज्यादा ध्यान दिया जाना चाहिए। जहां जहां डिब्बे कम हैं, उसकी सूचना आप को बराबर प्राप्त होती है। उस तरफ ध्यान देकर उचित व्यवस्था की जाये।

मंत्रियों के प्रकट दौरे तो देश में लगते रहते हैं लेकिन मैं चाहता हूं कि अगर वे उचित समझें, तो गुप्त रूप में भी कुछ दौरे लगाने चाहियें। वे इस प्रकार कहीं कहीं छापा मारें—माल गोदाम पर छापा मारें और देखें कि रेलवे विभाग के आदमी किस तरह शक्कर में से शक्कर और कपड़े में से कपड़ा निकालते हैं। यह सम्भव है कि दूसरे लोग ले जाते हों, लेकिन नाम रेलवे वालों का लग जाता है। आखिर हमारे देश में चोरों की कमी नहीं है। करने वाले करते हैं और नाम किसी का होता है। अगर गुप्त रूप में दौरे लगाए जाएंगे और उनका पता नहीं चलेगा, तो लोगों में सनसनी फैल जायेगी कि पता नहीं कब मन्त्री महोदय या उपमन्त्री महोदय आ टपकेंगे और हमें रंगे हाथों पकड़ लेंगे। इस प्रकार भ्रष्टाचार कुछ कम होगा।

रेलवे प्रशासन ने नई लाइन्ज डालने के लिए जो योजना बनाई है, उसके लिये वह बधाई का पात्र है। पिछली दफा मैंने निवेदन किया था कि मेरे क्षेत्र में टिकट के पैसे खुले आम जेब में डाले जाते हैं। उस तरफ भी ध्यान दिया जाना चाहिए।

मीटरगेज बिल्कुल बेकार हो गया है। अगर उस को ब्रोडगेज कर दिया जाये, तो आमदनी ज्यादा होगी। मन्त्री महोदय को स्वयं मालूम है कि मध्य प्रदेश एक बैकवर्ड एरिया है। वहां पर यातायात की सुविधा बिल्कुल नहीं है। इसी कारण वहां पर मिशनरीज लोगों की नैशनैलिटी को एक प्रकार से खराब कर रहे हैं। इसलिये मैं चाहता हूं कि यातायात की अधिक सुविधा की दृष्टि से मीटरगेज को हटा कर, ब्राडगेज कर दिया जाये। ग्वालियर से शिवपुर और ग्वालियर से भिण्ड, मैरेना तक गाड़ी जाती है। यद्यपि वह मेरे क्षेत्र में नहीं है, लेकिन मेरे देश में तो है। मैं मन्त्री महोदय की कठिनाई भी जानता हूं। हर एक क्षेत्र वाला यह चाहता है कि मेरे यहां काम हो, लेकिन मन्त्री महोदय के पास दाम हों, तो ही वहां काम हो, नहीं तो सरकार बदनाम हो। जैसा कि मैंने कहा है, मैं उनकी कठिनाई को जानता हूं, लेकिन अगर उनके पास पैसा हो और वह सुविधा देना चाहें, तो वह मेरी तरफ भी ध्यान दें। मैं राष्ट्र-हित की दृष्टि से यह कहना चाहता हूं कि अगर मीटरगेज की जगह ब्राडगेज कर दिया जाये, तो रेलवे की आमदनी बढ़ जायेगी और जनता को सुविधा प्राप्त हो जायेगी।

मैं अधिक पिष्टपेषण न करता हुआ पुनश्च आपका धन्यवाद करते हुए अपना स्थान ग्रहण करता हूं।

Mr. Chairman: The following are the selected cut motions relating to Demand No 1 in respect of the Railway Budget, 1959-60, which may be moved subject to their being otherwise admissible—

Demand No	No of Cut Motions
DISAPPROVAL OF POLICY	
1	109, 110, 113, 338, 339, 340, 341, 342, 343, 344, 591

[Mr. Chairman]

Air-Conditioned Coaches

Demand No.

No. of Cut Motions

TOKEN

9, 11, 13, 14, 15, 16, 17, 18,, 57, 58, 59, 60, 61, 62, 69, 70, 88, 89, 90, 91, 98, 99, 100, 115, 134, 147, 148, 149, 150, 151, 152, 153, 154, 155, 164, 165, 166, 167, 263, 264, 265, 266, 267, 268, 269, 270, 286, 287, 288, 324, 325, 327, 347, 348, 349, 350, 351, 352, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 380, 381, 382, 383, 384, 385, 386, 394, 395, 396, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 512, 513, 514, 515, 516, 517, 518, 519, 521, 531, 532, 533, 541, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578,579, 580, 581, 582, 583, 584, 585, 586, 592, 593, 594, 595, 596, 597, 598, 605, 606, 607, 608, 609, 610.

The list indicating the numbers of selected Cut Motions will be put on the Notice Board, and will also be circulated to hon. Members tonight for their information.

Organisation, Constitution and Powers of the Board

Shri Tridib Kumar Chaudhuri: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1"

Selection of Higher Graded Railway Staff upto Divisional Superintendents

Shri Tridib Kumar Chaudhuri: I beg to move·

"That the Demand under the head Railway Board be reduced to Re. 1."

Planning Methods and Preparation of Railway Plans

Shri Tridib Kumar Chaudhuri: I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1."

Excessive salaries and allowances of the Officers and Members of the Railway Board

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1."

Organisation, Constitution, Powers and Working of the Railway Board

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1"

Need to evolve a definite policy to spread the Railway lines speedily in the backward areas specially and in the country as a whole generally

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1"

Need to dispense with saloons for officers

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1"

Delay in abolishing first and second classes and Air-conditioned Coaches

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1."

Abolition of the Railway Board and substitution thereof by an expanded Railway Ministry directly under the control of Parliament

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1."

Continuous increase in the higher staff of the Railway Board.

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1."

Discrimination between trade unions on Railways

Shrimati Parvathi Krishnan: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1."

Confirmation of temporary employees who have put in a service of more than one year.

Shri T. B. Vittal Rao: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Discrimination in the matter of grant of post-retirement passes to the Class IV staff.

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to recognise the All-India Railwaymen's Federation

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Delay in implementing the recommendations of the Tapse Committee regarding promotional avenues for Class IV employees

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Re. 100."

Contravention of principle of 'Equal pay for equal work' to running staff in Southern Railway.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Delay in arriving at conclusions on Sankar Saran Tribunal.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Indiscriminate use of rule 148 of the Establishment Code against railway employees generally.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100"

Dismissal of employees in Southern Railway under rule 148 of the Establishment Code.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Increased number of derailments.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100."

Need to revise train timings by reducing the running time

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Reduction in running time of Express trains

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Insecurity in railway travel.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Reduction of running time between Tirunelveli and Tiruchendur in Southern Railway

Shri Tangamani. I beg to move

That the Demand under the head Railway Board be reduced by Rs 100"

Reduction in freights for transhipment of matches from Madras State

Shri Tangamani: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100'

Fall in goods and passenger traffic on the Railways

Shri Kodiyan I beg to move

'That the Demand under the head Railway Board be reduced by Rs 100"

Failure to locate one Divisional Headquarter of the South-Eastern Railway at Khurda Road

Shri Supakar. I beg to move

'That the Demand under the head Railway Board be reduced by Rs 100'

Failure to bring down the excessive salaries paid to Members of the Railway Board

*** Shri Naushir Bharucha*** I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to check over-staffing of the Railway Board

Shri Naushir Bharucha: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to relieve excessive overcrowding on suburban services of Bombay City.

Shri Naushir Bharucha: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to explore projects for relieving over-crowding such as Tube Railway project for Bombay

Shri Naushir Bharucha I beg to move

That the Demand under the head Railway Board be reduced by Rs 100'

Need for dispensing with saloons for officials in order to provide greater accommodation for passengers

Shri Tangamani I beg to move

That the Demand under the head Railway Board be reduced by Rs 100"

Failure to run Janta Expresses on the metre gauge

Shri Tangamani I beg to move

That the Demand under the head Railway Board be reduced by Rs 100'

Need for running a Janta Express between Madurai and Madras in Southern Railway

Shri Tangamani: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure of Government Railway Police in stopping the smuggling of railway goods into the engineering factories of Howrah city

Shri Aurobindo Ghosal* I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Arbitrary repudiation of small claims.

Shri Aurobindo Ghosal: I beg to move·

"That the Demand under the head Railway Board be reduced by Rs. 100"

Mode and timing of the presentation of the Annual Reports on Indian Railways by the Railway Board.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Deteriorating operational efficiency and rising unit cost of operation [illegible] handling a greater volume of traffic and opening of new lines

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Grievances of staff with special reference to commercial clerks.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Neglect shown to the Sealdah Division of Eastern Railway

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to tackle the problems of railway traffic connection between Assam North Bengal and West Bengal

Shri Tridib Kumar Chaudhuri: I beg to move.

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to restore through traffic between Nimtita and Tildanga on the B.A.K Loop

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100."

Problem of over-crowding in Calcutta suburban local trains between Sealdah and Howrah.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to take any action on the proposed circular railway for Calcutta.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Neglect shown to the B A K loop line of the Eastern Railway.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Creation of a uniform passengers class and abolition of saloon coaches.

Shri Jagdish Awasthi: I beg to move —

"That the Demand under the head Railway Board be reduced by Rs 100"

Running of electric train between Kanpur and Lucknow

Shri Jagdish Awasthi: I beg to move

"That the Demand under the head Railway Board be reduced by Rs. 100"

Prolonged delay in according recognition to the All-India Railwaymen's Federation.

Shri Hem Barua: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Situation likely to emerge out of the proposal to retrench staff in Indian Railways.

Shri Hem Barua: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to run special trains between Kanpur and Araul Stations on North-Eastern Railway at the time of Makanpur Fair this year causing hardship to passengers.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100."

Failure to implement the scheme of grading trained graduate teachers in Higher Secondary Intermediate Railway School at Tundla.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to ensure timely supply of Railway goods wagons by certain firms in Kanpur.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to provide facility of electric fans, light and water to all the passengers of III Class in North-Eastern Railway.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Insecurity in railway travel

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Late running of trains.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100"

Overcrowding in trains especially in Class III

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100"

Failure to improve the lot of grade III employees of Railways.

Shri Jagdish Awasthi: I beg to move.

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for running a passenger train through Orissa region between Kharagpur and Waltair of the South Eastern Railway.

Shri Surendranath Dwivedy: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Delay in taking a decision regarding location of a divisional headquarter of the South Eastern Railway at Khurda Road

Shri Surendranath Dwivedy: I beg to move·

"That the Demand under the head Railway Board be reduced by Rs 100"

Unsuitable hours of running of trains in Orissa causing hardship to passengers

Shri Surendranath Dwivedy: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

High salaries paid to Members of the Railway Board

Shri Sarju Pandey: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Irregular running of trains between Allahabad and Katihar creating hardships to passengers

Shri Sarju Pandey: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to relieve excessive overcrowding of the Delhi-Lucknow Express

Shri Sarju Pandey: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Indiscriminate use of Rule 148 of the Establishment Code

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100."

Need to establish one more creosoting plant near about Kozhikode

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Need for full utilisation of indigenous wooden sleepers

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Need to confirm casual and temporary employees of the Railways

Shri Kodiyan. I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to absorb the retrenched Harijan labourers in permanent posts on the Quilon-Ernakulam line

Shri Kodiyan: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Need for running the Deluxe trains daily from Delhi to Howrah, Delhi to Madras and Delhi to Bombay

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Grievances of Railway staff.

Shri Frank Anthony: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Question of continuity of service of the ex-Barsi Light Railway employees

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100."

Adjustment of seniority of the Ex-Barsi Light Railway employees.

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Restoration of the wages of the Ex-Barsi Light Railway employees as they stood on 31-12-1953.

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Restoration of the scales and grades of the Ex-Barsi Light Railway employees as they stood on 31-12-1953.

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Grant of the annual increments from the year 1954 up to date to the Ex-Barsi Light Railway employees.

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to revoke Rule 148 of the Railway Establishment Code.

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to supply good food in Indian style on all Stations and Restaurant cars.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Procedure regarding first class reservation in all main Stations.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Celebration of courtesy week.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Inefficiency in reservation offices of Churchgate, V. T. and Delhi stations.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Harassment of passengers holding return and concessional tickets

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Condition of third-class passengers waiting rooms.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Retrenchment of staff in the Indian Railways.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Late running of trains especially Bombay suburban trains.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

High salaries of Members of Railway Board.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Unnecessary expense on Railway Guides on various Stations.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to stop use of saloons by high officials.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to recognise All-India Commercial Clerks Association

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100."

Use of rule 148 of the Establishment Code against Railway employees generally.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Confirmation of temporary employees who have put in service of more than one year.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Increased number of accidents and derailments.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Reduction in running time of Mail and Express trains.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Reduction of the passengers and goods traffic on all the Railways.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude towards commercial clerks.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for construction of loop-lines between Masulipatam and Vijayawada

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to take security measures for protection of way-side station staff

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100."

Failure to fix proper channel of promotion for S.M's. and A.S.M's.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Misuse of summary powers by Zonal Managers.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to reduce over-crowding in local trains in Bombay.

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to reduce over-crowding in all trains starting from Ahmedabad and vice-versa.

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to provide stoppage for Janta Express at Kambli on the Western Railway.

Shri M. B. Thakore: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to run more trains between Ahmedabad and Abu Road between the hours 12 to 16 during day.

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100"

Late running of trains.

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to construct big waiting rooms at Jaipur Railway Station, Victoria Terminus, Bombay, Agra stations.

Shri M. B. Thakore: I beg to move

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to increase the frequency of trains between Kheralu-Mehsana, Kakoshi-Mehsana, Harij-Mehsana, Vijapur-Ambliyasan and Kalol specially in the morning and evenings.

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to discontinue saloons for the railway big officials on all railways.

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure in providing wholesome food on the railway stations and restaurants.

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to replace new bogies in the Delhi Express train.

Shri M. B. Thakore: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to take adequate steps to check corruption on the railways.

Shrimati Parvathi Krishnan: I beg to move.

"That the Demand under the head Railway Board be reduced by Rs. 100."

Unfair use of rule 148 of the Railway Establishment Code.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to utilise in full indigenous sleepers.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inefficiency in clearing goods traffic promptly

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Delay in assembling wagons at Vishakapatnam

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Delay in recognising the trade union at Chittaranjan Locomotive Works

Shrimati Parvathi Krishnan: I beg to move:

"That th demand under the head Railway Board be reduced by Rs. 100."

Inadequacy of passenger trains on the South-West broad gauge section of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100."

Charge-sheeting of office bearers of Dakshin Railway Employees' Union

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for direct train service for passengers from purulia, South Eastern Railway to Howrah via Asansole, Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Continued late running of trains on branch lines

Shrimati Parvathi Krishnan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to open either a Flag Station or a Passenger Halt between Muri and Torang stations in the Adra District, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Question of merger of Grade II and Grade I Railway Accounts Clerks of Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Grant of Central Pay Commission scales to casual labour

Shrimati Parvathi Krishnan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for running a daily Janata Express between Coimbatore and Madras

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Discrimination adopted by the Administration against the needs of the South.

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Waste of funds in laying of new lines in regions which are already provided with adequate lines.

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100"

Desirability of taking up the Samrajnagar-Sathyamangalam line in the new plan.

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs 100"

Desirability of linking Erode with Samrajnagar-Sathyamangalam line

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs 100"

Concentration of all the constructional activities in the North

Shri Sampath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to confirm a large number of temporary employees who have put in a service of more than an year

Shri Sampath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100"

Failure to implement the recommendations of the Trade Panel Test Committee in the Southern Railway

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Delay in publishing the findings of the Sankarsaran Tribunal and in implementing them

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Dismissal of employees in the Southern Railway under rule 148 of the Establishment Code

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs 100"

Reduction in running time of Express Trains

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs 100"

Failure to check over-crowding in trains

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs 100"

Lack of adequate train service directly from Purulia, South-Eastern Railway to Asansol, Eastern Railway.

Shri B. Das Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs 100"

Failure to extend the Adra-Asansol Shuttle train to Purulia, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to eliminate over-crowding in the third-class in Indian Railways.

Shri B. Das Gupta: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Abolition of first class, second class and air-conditioned coaches in the Railways.

Shri B. Das Gupta: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to convert the narrow gauge railway line from Purulia to Begunkodar, South-Eastern Railway to broad gauge.

Shri B. Das Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for railway time-tables in all State languages

Shri B. Das Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Irregularities in upgrading of grade II Assistant Surgeons to Grade I in the South-Eastern Railway.

Shri B. Das Gupta: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Irregularities in the Commercial Department of the South-Eastern Railway.

Shri B. Das Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Delay and discrimination in promotion of employees in the Adra District, South-Eastern Railway under the 'New Deal'.

Shri B. Das Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Promotion of Fire-men (pass. shunters, of Purulia, South-Eastern Railway to Shunters.

Shri B. Das Gupta: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Proposed retrenchment of staff in the Southern Railway.

Shri Sampath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Increase in late arrival of trains

Shri Sampath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to take up construction of Salem-Bangalore line, Tirunalveli-Cape Comorin line and Virudhunagar-Manamadurai line.

Shri Sampath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Frequency of derailments and other kind of accidents.

Shri Sampath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Corruption in Railways

Shri Sampath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Fall in goods and passenger earnings

Shri Sangath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to take steps to check over-crowding in trains.

Shrimati Parvathi Krishnan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100.'

Failure to recognise All India Railwaymen Federation.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to recognise the Workers Union at Chittaranjan.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs 100."

Failure to afford more amenities to III class passengers.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100 "

Need to take early decision regarding method of promotion from Class IV to Class III.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to check over-crowding the trains.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to have a station and railway bridge in Kanpur.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Shri Achar (Mangalore): Mr. Chairman, Sir, when we are discussing the Demands about the Railway Board, I would like to make a few observations with regard to the efficiency of our railway system. Of course, there are several aspects of that question, but I would touch upon one of the important points which I consider to be the most important one.

Firstly, Sir, I would like to say a word or two about the speed of our trains. I consider that to be the most important criterion to judge whether a system of railway is very efficient or not. Of course, there are other questions, questions of cost, questions of convenience and comfort. All those things are there, but I would like to give the first place to the speed of our trains. Ever since I came here, I have been feeling that the Railway Ministry or the Railway Board is not giving, unfortunately, sufficient attention to this aspect of the question more than anything else. We are very proud that we have got a railway system extending to 34,000 route-miles. It is often repeated. We have got more than 11 lakh employees in the railways. We are very proud of it. No doubt it is a big system. But ours is a big country. So, I do not think that it is such a great thing.

But the most important point, as I said, is the speed of our trains. My time is limited and I shall have to finish soon. I would emphasize the speed aspect of our trains. Tons of literature have been supplied to us, but I am surprised to see that nowhere has this question of speed been touched. Even the speed of goods trains is given. A curve or graph is

also given. The speed of goods trains is about 10 to 12 miles per hour, a little better than that of bullock-carts, or, to be correct, double that rate. But what about our passenger, mail and express trains? Why not the Ministry give us some figures about the speed of these trains?

We read about the speed of trains in foreign countries. I have got a small book in my hand—*Rail Roads in USA*. What is the speed of trains there, in the USA, or in England, or in any European country? I am told it is somewhere near 60 miles an hour.

Dr. Melkote (Raichur): 100 miles an hour.

Shri Achar: I am connected by my hon. friend. I have no personal experience of those trains whatsoever. I have only read about them.

Mr. Chairman: Take it as 80 miles per hour—the mean.

Shri Achar: I am prepared to take it as 50 even. Let us compare it with the speed of our trains. Unfortunately, the Railway Board or the Railway Ministry has not taken the trouble of giving us any figure about it, but I have taken some trouble. Take some of the fast trains, not on the metre-gauge but on the broad-gauge, as for example, the Amritsar Mail. I am not very strong in mathematics. That is not my strong point. But I have taken some care about it and calculated the speed. Subject to correction—I think I am fairly correct—I say that the speed of Amritsar Mail is 31 miles an hour on an average. It may be a little more or a little less, for, I have taken only a distance of 500 miles from the starting station and worked out the figure. Take another important train, Howrah-Delhi-Kalka Mail. Its speed is about 35 or 36 miles. Take again the Frontier Mail. The average speed of this train works out to about 35 miles. The speed of Bombay-Calcutta Mail is about 35 miles. The Madras-Bombay Mail has a speed of about 23 miles only. I hope my friend Shri Sampath will not add this also as one of the items of discrimination against the South, because I do not believe in that. I have found over the last 40 years of my experience that there is nothing like it. There is no such feeling, and I have felt very much pained when I heard Member after Member from the South saying that there is a sort of discrimination against the South. I do not believe in it. But I do feel this much. To be out of sight is out of mind. That is always so. So, I do concede one aspect of the matter, namely, all the points about the South are not put forward properly. They do not come to the notice of our friends in the North; it may be. But I do not concede that there is any deliberate discrimination.

So, as I said, when it comes to the question of speed of the Madras-Bombay Mail, the speed comes to 23 miles an hour. Then, in the case of the Madras-Calcutta Mail, starting from Madras, I have calculated that its speed is about 20 miles an hour. Regarding the Madras Grand Trunk Express, my friend points out that the average speed works out to only 22 miles. That is another aspect which probably would be one more argument for my hon friend in favour of discrimination against the south But I find rather a peculiar point which is rather intriguing to me. I find that the speed of this train from Delhi to Itarsi is about 32 miles. whereas the speed of the very same train from Madras to Balharshah works out to 22 miles. So, the very same train when it travels in the north runs faster and when it comes to the south, it becomes slow. I am not going through the reasons, because at the outset, I have said that I do not believe in the north-south theory, but it does happen as I pointed out.

So, speed is one of the best criteria and our trains are in a hopeless condition compared to the other countries. I would request the Ministry

[Shri Achar]

and the Railway Board to pay the greatest attention to it. There is an organisation called the Organisation for European Economic Co-operation; they send a mission consisting of a large number of experts. Certainly this must be known to the Railway Board; I found this information in a book in the library. They send a mission to America for studying this aspect and a report is submitted. On that basis, they improve the speed of the trains. So, I would submit that in our country also, we should send some experts to America and England, if necessary, to study this matter and to do something about improving the speed of our trains. I take four days to reach Delhi from my constituency.

I am happy that the hon. Railway Minister has very kindly announced that he is going to have a railway line from Bombay to Mangalore. Ever since I came to this House, I have been asking for it and before that also, many of my friends here have asked for it. That line is very essential from the point of view of the development of the whole country. There is no other area so large without any train connection. To the south of Bombay, in Kolaba, Ratnagiri, North Kanara and South Kanara—of course, there are four or five miles of railway in South Kanara—there are no trains whatever. In the whole of India, there is no other area like that having no trains for more than 450 miles. I am happy a beginning has been made there. Some four years ago, some amount was provided for that, but now, I find actually it is taken up. I congratulate the Railway Minister for that and am very thankful to him.

I am also glad that he has made a definite announcement about the Diva-Dasgaon line. About the Mangalore-Hassan line, he has raised hopes and he has said that before the end of this session, he will be able to make an announcement. I hope he will make an announcement that this line will be started and the work will be taken up immediately.

Shri P. K. Patel (Mehsana): The Railway Ministry takes pride in keeping or maintaining punctuality of trains. I have studied the time-table of some years back and compared it with the present one. For the distance from Ahmedabad to Delhi the time taken some ten years back has been increased by two or three hours. I hope the hon. Minister will see this. By increasing the time by 2 or 3 hours, if they keep up punctuality, then what is the sense in having punctuality? Then they may very well increase it by ten hours and claim to be more punctual than today. I think that is not the way of claiming punctuality. The speed should be increased where there is doubling of lines. However, between Ahmedabad and Kalol the speed has decreased and more time is taken than what was taken some five years back when there was only one line.

The next point I would like to submit is in regard to a new line from Udaipur to Himmatnagar. It is a good and necessary line. I would suggest that it be connected with Vijaypur. If more money is required I promise in this House to get more money from the people, either by saving certificates or loans. At Ransipur we are going to have a dam. When we shall have a dam we have to take so many things from Vijaypur to Ransipur Baroda state has not only acquired land but the earth-work has been done The hon. Minister must be aware that Baroda gave Rs. 1 crore in cash for the construction of this line and the other line. So, why not the line be taken up now.

Then, Bombay Government is going to have a road bridge at Ransipur over Sabarmati. I would suggest that it may be constructed in such a way that it may be used as a road-cum-rail bridge. We can save some money thereby. Himmatnagar is at a very short distance from that Vijaypur may not be more than 18 miles from Himmatnagar. So, by this we

shall be connecting the two districts by a shorter route.

Then I will come to platform sheds. Here I may say that my district is a neglected district. Whenever hon. Ministers pass through Mehsana they will see that there are so many stations where there are no platform sheds or cover over the platform. I hope the hon. Minister will look into the matter and do the needful.

Then I come to the children of railway employees serving at Mehsana. There is a railway colony. I think the hon. Minister is not mindful of their worries. Instead of hearing me he is talking on some better problem, but he must keep in mind that the income comes because of the work put in by the employees. On one side of the station we have built the colony for the employees. On the other side is the town and the school is there. Unless we get a bridge over the railway station, how are the poor small kiddies to pass over some 18 railway lines and go to school? So I would suggest that at the earliest possible time a bridge be constructed. It has been sanctioned, but the work has not been taken in hand. The work has not commenced. I hope the hon. Minister will look to it.

Mr. Chairman: The hon. Member's time is up.

Shri P. R. Patel: Another point—I would say that in a minute—is that for the teaching of Railway employees' children there is no facility at Mehsana. He may look into the matter and see that the students, that is the children of the employees have some facility for education.

Lastly in a line I would say that we have put up pumps for the passengers so that they may get water. I have visited some stations in my district and I find that the pumps are not working. What is the good of spending money if the pumps do not work and we do not look to it? I would humbly suggest that he should look to it.

The problem of overcrowding is the worst problem in North Gujerat, that is between Ahmedabad and Palanpur and unless there is a double line between Ahmedabad and Palanpur the problem is not going to be solved.

Mr. Chairman: Shri Thakore.

Shri N. N. Patel: Sir, you called Shri Patel. I am also Patel. I wanted to be clear so that my name is not missed.

Mr. Chairman: I did not call him.

Shri N. N. Patel: You did not call any particular name and that is why I am asking this for information.

Shri M. B. Thakore: Sir, I am ever so thankful to you for giving me time to speak on the Railway Demands. First of all, I want to congratulate the hon. Railway Minister, both the hon. Deputy Ministers and the railway staff for introducing the *Janata Express* from October 1953 between Delhi and Ahmedabad. But I want to say something regarding the *Janata Express*. I would be pleased if he could kindly make it a daily service at least between Ajmer and Ahmedabad.

Another thing that I want to suggest is that there are two cotton mills at Siddhpur and many of the mill labourers come from nearby villages to the Siddhpur mills. Many of them embark from Kamli station near Siddhpur. If the *Janata Express* stops for two minutes at Kamli station, I think about 300 mill labourers would be benefited and they would go to the Siddhpur station for their work.

I would again congratulate the hon. Railway Minister for proposing the Udaipur Himmatnagar new line. If it is connected, as my hon. friend said, with Vijapur, I think that will benefit the whole District of Mehsana and

[Shri M. B. Thakore]

the whole of North Gujerat. As the hon. Minister knows, it is so undeveloped and backward that people badly need this link with Vijapur But, I would not feel satisfied and compliment the hon. Minister till he proposes to construct some more lines in North Gujerat. As I said, North Gujerat is undeveloped and most backward. Secondly, there are many religious places in North Gujerat Pilgrims from all over India come there to visit these places. Thirdly, North Gujerat is just on the border of Pakistan. If it is undeveloped and if, God forbid, something happens, I think that will be to the disavantage of the whole of India. Fourthly, it is an agricultural area and there is production of jeera and other agricultural commodities. Kandla is very near from that part and if it is joined with this railway link, it will benefit the whole of North Gujerat.

There are no pucca roads in North Gujerat. It is a hard job for people to transport their goods. That is why I want to suggest some rail links to be constructed m North Gujerat. They are the following: A link should be constructed from Himatpur to Vijapur; a rail rink from Kakoshi to Siddhpur or Chhapi; a rail link to join Sami either from Harij or Bahucharaji; a rail link from Taranga Hill to Timba or Varetha; a rail link from Kakshi to Deesa. If one line is constructed from Vijapur *via* Valam Unjha, Balisana to Radhanpur, the whole of this area would be benefited

One more point I wish to raise. There is a proposal to construct an over-bridge at Siddhpur. I have written a letter to the hon. Minister. The Minister says that they have written —I do not know—to the State Government, and if the State Government takes the initiative, they would start the work. I do not know—nothing has been done up till now.

There was a representation to make Aithore a railway station. But, nothing has been done. There is too much of overcrowding, as my hon. friend Shri Patel said, between Ahmedabad and Palanpur, up to Abu Road. If frequent trains are run, overcrowding will be reduced. I want to make a suggestion to the hon. Minister. In the Delhi Express there is no dining car. Since last year, it has been discontinued. I personally have travelled many times in that train and I did not get wholesome food from any station. As Rewari I ordered once and I did not get good food. I would say the food supplied by these canteens at railway stations is watery, tasteless and very expensive. I would say that the prices also are not equitable, as far as this railway food is concerned, on any railway. So, I request the hon. Minister to see that something is done as far as this food problem is concerned on the railways.

I have one point to make regarding the servants of the ex-railway canteen contractors. From my constituency two servants of the ex-railway contractor have not been given work since three or four years I have approached the officers, but there is no satisfactory reply. I wrote a letter to the hon. Minister, but the Minister, as usual, forwards the letter to the Railway Board and the Railway Board transfers that to the Manager, and the same result comes. I request the hon. Minister to kindly look into the matter and do something.

Shri Jagjivan Ram: Servants of contractors of railways? What is the problem?

Shri P. R. Patel: They are deprived of their job. Servants of railway canteen contractors.

Shri Jagjivan Ram: They will have their chance. If there is a vacancy, they will get.

Shri M. B. Thakore: But they are not given. On the contrary, they are harassed, and I have written already to you. If you want, I have got the

letter also with me, but there is no satisfactory reply, and that is why, I have to say this. If you can do something in the matter, I would be very grateful.

श्री वा० नि० पटेल : सभापति महोदय, आज मुझे जो बोलने का मौका दिया गया है उसके लिए मैं आप सबका आभारी हूं । मैं पिछले कुछ दिनों से यहां बैठा हुआ हूं और कोशिश करता रहा हूं कि मुझे मौका मिले लेकिन नहीं मिला ।

श्री बजराज सिंह (फिरोजाबाद) . हमेशा बैठना चाहिए ।

श्री ना० नि० पटेल : रेलवे बजट पर बहुत बहस हुई है और उस बहस के दौरान में बहुत सी बातें बताई गई है । मै भी कुछ बातें बतलाना चाहता हूं । हमारे देश में रेलों ने अच्छी प्रगति की है, यह मै मानता हूं । मगर इसके साथ ही साथ मै यह भी देखता हूं कि जो प्रगति हुई है वह बड़े-बड़े स्टेशन पर हुई है, उन्ही को अच्छा बनाया गया है उन्ही को उम्दा बनाया गया है और जो छोटे-छोटे स्टेशन है, जहां पर कि आपकी आमदनी भी बढ़ी है, जहा से यात्रियो की तथा माल की सादाद भी बढ़ी है, उनमें कोई फर्क नही पड़ा है, उनमे कोई इम्प्रूवमेट्स नही हुई है । उनमे कोई खास फर्क पड़ा दिखाई नहीं देता है । वे जिस तरह से पहले थे उसी तरह से आज है । न ही उन स्टेशनो से जाने वाले या उन स्टेशनों पर आने वाले यात्रियो के लिए पानी का अच्छा इन्तिजाम हुआ है और न ही उनके ठरहने के लिए शैडों का कोई इन्तिजाम हुआ है ।

मैं बलसार से चुन कर आया हूं । जो सूरत डिस्ट्रिक्ट, बम्बई स्टेट में है, हमारे माननीय सदस्य श्री पु० र० पटेल साहब ने बड़ौदा तक का तो कुछ हाल आपको सुनाया है, मगर मैं बम्बई से बड़ौदा तक का हाल आपको बताना चाहता हूं। बड़ौदा से बम्बई तक जितने भी बड़े-बड़े स्टेशन हैं जैसे पालघर, बिल्लीमोरा, नौसारी, सूरत इत्यादि उन पर तो कुछ फर्क दिखाई देता है, उनमें तो कुछ सुधार हुआ है, कुछ इम्प्रूवमेंट हुआ है, पानी का भी कुछ इंतिजाम किया गया है; मगर इसके बीच में जितने भी छोटे-छोटे स्टेशन है उनमें कोई फर्क नहीं आया है, उनकी हालत वैसी की वैसी है । मेरा यह सुझाव है कि छोटे स्टेशनों की तरफ भी आपका ध्यान जाना चाहिये ।

आज हमारे देश में अनाज की बहुत कमी है । अनाज का बातायात रेलों से होता है । अनाज का उत्पादन बढ़ाने के लिए खाद की बहुत जरूरत पड़ती है । हम अपने देश में फरटिलाइजर फैक्ट्रिया लगाने के लिए करोड़ों रुपया खर्च कर रहे है। मगर मै आपको बतलाना चाहता हूं कि हमारे यहां बम्बई के अन्दर ८०,००० सिंधरी की फैक्ट्रियां हैं और उन फैक्ट्रियों को चलाने के लिए, उसका रा-मैटीरियल हमारे बिल्लीमोरा स्टेशन से लगा करके सोफाला स्टेशन तक जितने स्टेशन हैं, वह सब स्टेशनों से जाता है । आप सोचते होंगे कि सिंधरी की ८०,००० फैक्ट्रियां हमारे यहां बम्बई में कहां लगी है । मैं आपको बतलाना चाहता हूं कि वहां ८०,००० भैंसे है । उन भैंसों को पालने के लिये उन स्टेशनों से एक महीने में ३,००० वैगंस घास की बम्बई जाती हैं । घास के अलावा जो दूसरी चीजें हैं जैसी चूनी है, छाला है, ये भी भैंसों को पालने के लिये भेजी जाती है । इन भैंसों का जो गोबर होता है, वह खाद के तौर पर इस्तेमाल किया जा सकता है और उस जैसा खाद कोई नही है । इन भैंसों को पालने वालों को म्यूनिसिपैलिटी वाले तंग करते हैं जिसके परिणामस्वरूप वे लोग इस खाद को समुद्र में फैक देते हैं । इसके बारे में पिछले साल मैंने माननीय फूड मिनिस्टर स हब से प्रार्थना की थी और उनको लिखा भी था कि यह जो बम्बई में खाद होता है और जिस को समुद्र में फेंक दिया जाता है, उसके बारे में रेलवे मंत्रालय से गुफ्तगू करके, बातचीत करके, लिखापढ़ी

[श्री ना० नि० पटेल]

करके कुछ प्रबन्ध किया जाना चाहिये ताकि इसे दूसरी जगहों पर भेजा जा सके और व्यर्थ ही उसको समुद्र में न फेंका जाये। हमने कहा था और मांग भी की थी कि उस खाद को सूरत डिस्ट्रिक्ट में रहने वाले लोगो तक पहुंचाने में मदद की जाये, जहां पर कि उसकी बहुत मांग है। मगर घास का जो फ्रेट है, उसका एवरेज करीब करीब ६० रुपया होता है और जो खाद का फ्रेट लेने के वक्त में होता है वह करीब करीब ११०, ११५ रुपया होता है।

श्री जगजीवन राम : अब तो घटा दिया गया है।

श्री ना० नि० पटेल : आप कहते हैं कि घटा दिया गया है। परसों के अखबार में यह लिखा गया है। यह सूरत का अखबार है :—

"छानियुं खातर अरधानूरे जोइए छे ?

"बम्बई तारीख २६. एक यादी जनावे छे के शेरडी गेहुं जवार अने शाक भाजी न खातर माटे वापरी शकायतेवू छाननुं लगभग एक लाख टन खातर बोरी बल्ली गोरे गांव अधेरी अने फुरसा स्टेशने खेडूतोने जिला न जुदा जुदा रेल्वे स्टेशनोए लई माटे मठ्ठी शके एम छे। जो वैगनो बम्बई सरकार तरफ थी बुक थाए तो ओ खातर ना ट्रान्सपोर्ट माटे ना नूरमा पश्चिम अने मध्य रेलवे ओए पचास टका नो घटाडो मंजूर करयो छे। आनो लाभ मागना रायोये बधो विगतो माटे आरे मिल्क कालोनी न मुख्य एग्जेक्टिव आफिसर ने अर्जी करवी।"

श्री डी० चं० शर्मा (गुरदासपुर) : भाषा नही समझते है मिनिस्टर साहब।

श्री ना० नि० पटेल : बात यह है कि मंत्री महोदय की कृपा से फ्रेट तो कम होकर आधा हो गया है मगर यह भी देखना होगा कि वैगंस मिलते हैं या नहीं और अगर नहीं मिलते तो कोई लाभ नहीं है।

श्री जगजीवन राम : उधर से घास आयेगा और इधर से गोबर जायेंगे।

सभापति महोदय : चूंकि समय खत्म हो गया है, इस वास्ते माननीय सदस्य खत्म करें।

श्री ना० नि० पटेल : मैं प्रार्थना करता हूं मुझे थोड़ा और समय दिया जाये और अगर आप चाहें तो मैं कल बोल सकता हूं। डेढ़ साल के बाद मुझे बोलने का आज अवसर मिला है और कितने ही दिनों से मैं यहां बैठा हुआ हूं लेकिन चांस नही मिला है।

Shri Braj Raj Singh: We can sit for another five minutes and the hon. Member can finish.

Mr. Chairman: I think the House has no objection to sit for five minutes more.

Several Hon. Members: No; we agree.

Shri D. C. Sharma: I would say that the hon. Member should be given even more than five minutes.

श्री ना० नि० पटेल : हमारे यहां आप को मालूम है कि आफुज कैरी बहुत होता है। सारे भारतवर्ष में आफुज कैरी बलसर से ही जाता है। अब की उस की उपज बहुत ज्यादा हुई है। हर साल से चोगुना या पाचगुना हुआ है। उस को बाहर ले जाने के लिये हम उस को वैगंस में भरते हैं। वैगंस में भर कर फिर बम्बई भेजते हैं। अगर हम किसी भी गार्ड या ड्राइवर को एक दो टोकरी उस की न दें तो नतीजा यह होता है कि ५–५० मील वह वैगन जाता है, वह कहते हैं कि कैरीफा

बेगन का ऐक्सेल गरम हो गया है, उसे वहीं पर छोड दिया जाय। वह वहां पर पडा रहता है। बम्बई पहुचने तक उस की गुठली ही गुठली रह जाती है, आम सारा खराब हो जाता है। इसी तरह से अमलसाड स्टेशन है। दिल्ली में जितना भी चीकू आता है वह वहीं से आता है। करीब करीब दो साल तक मैं उस के लिये सर फोडी करता रहा तब जा कर उस का इन्तजाम हुआ है। लेकिन अब हमारे लिये दूसरी दिक्कत हो गई है। जिन वैगस में वह चीकू भरा जाता है वह बिल्कुल बन्द होते हैं, दिल्ली तक पहुचते पहुचते वह चीकू बिल्कुल खराब हो जाता है। मैं आठ दिन पहले डी०एस० से मिला। मैंने कहा कि इसके लिये कोई इन्तजाम करो। उन मे कोई वेंटिलेटर वगैरह न लगाओ, कम से कम कोई सूराख ही कर दो। तो डी० एस० ने कहा कि यह तो डिजाइन चेन्ज करने का सवाल है, इस में मैं क्या कर सकता हू ? मेरी प्रार्थना है इसके लिये भी कुछ इन्तजाम आप करे। अगर यह न हुआ तो बडी दिक्कत होगी। यह तो रही अमलसाड से चीकू आने की बात। जो खाने का पान है वह बेसीन से आता है। देहरादून एक्स्प्रेस वहा पर पान के लिये बेसीन पर खडी रहती है। मैंने प्रार्थना की अगर देहरादून एक्स्प्रेस को दो तीन मिनट के लिये अमलसाड पर खडी कर दें तो चीकू बडी आसानी से दिल्ली, देहरादून एक्स्प्रेस से आ सकता है।

हमारे यहा एक बात बडी अजीब है। एक फ्लाइग रानी नाम की गाडी चलती है। उस का नाम तो है फ्लाइग रानी जिस को हम गुजराती में उडती रानी कहते है। लेकिन अगर आप उस की स्पीड देखिये तो मैं कहता हू कि उस का नाम ऊघती रानी रखना चाहिये, यानी सोती रानी। इस समय पूना और बम्बई के बीच एक डेकन क्वीन गाडी चलती है। बम्बई और सूरत के बीच नौसारी, बिल्लीमोरा, वलसाद, वहाण् पालगर ऐसे बड़े बडे शहर हैं। उन से हो कर अगर यह गाड़ी आया करे तो अच्छा है। इस का भी कुछ इन्तजाम होना चाहिये।

अब मैं आपको एक किस्सा सुनाता हू। मैं समझता हू कि आप में से किसी माननीय सदस्य को ऐसा अनुभव नही हुआ होगा। माननीय मन्त्री जी ने बतलाया कि हम ने शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्ज के लिये जगहो मे रिजर्वेशन रखा है और उन के कैडिडेट्स को हम पहले रखते हैं। आज से छः महीने पहले मैं बम्बई के डी० एम० से मिला। मैंने कहा कि अगर शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्ज के लिये रिजर्वेशन है तो इस के बारे में क्या पोजीशन है। डी० एस० ने बताया कि हम को कैडिडेट्स ही नही मिलते हैं। उन्होने मुझे एक लिस्ट दी जो कि गजेट न० १४, तारीख ४-७-५८ के पेज १२ पर है। उस से मालूम हुआ कि शेड्यूल्ड ट्राइब्ज के लिये क्लर्क्स की २० जगहे है, टाइपिस्ट्स की ३ जगहे हैं, कामर्शल क्लर्क्स की १०, ट्रेन्स क्लर्क्स की ३, गार्ड्स की २, टिकट कलेक्टरो की ७ और ट्रेफिक सिग्नलर्स की ४ जगहें हैं। यह कुल मिला कर ४६ होती है। लेकिन उनके कहने के मुताबिक उन को कैडिडेट्स ही नही मिलते है। मैं ने उन से कहा कि कितने चाहियें मैं दूगा।

Shri Warior (Trichur): There is a bus arrangement, that may also be stopped for five minutes

Mr. Chairman: We will stop that

श्री ना० नि० पटेल : उन्होने कहा अच्छा। मैं ने क्या किया कि हमारे यहा सूरत में तीन अखबार है। उन के अन्दर ऐडवर्टाइज किया कि इतनी जगहें शेड्यूल्ड ट्राइब्ज के लिये खाली हैं। दूसरे दिन से मेरे पास ५०, ६० ऐप्लिकेशन रोज आनी शुरू हो गई। मेरे लिये बडी परेशानी हो गई कि आखिर इस का इन्तजाम कैसे किया जाय।

Mr. Chairman: I think the hon. Member must conclude.

श्री ना० नि० पटेल : मैं बहुत जल्दी खत्म कर रहा हूं। मैं ने ७५ रु० दे कर एक छोकरा रख लिया कि जिस की ऐप्लिकेशन आये उस का पता लगाये कि उस के पास शेड्यूल्ड ट्राइब्ज का होने का सर्टिफिकेट है या नहीं। उस के बाद उन ऐप्लिकेशन्स को ले जा कर डी० एस० आफिस में देना, उन का ऐकनालेज-मेंट भेजना, डी० एस० के यहा से उस के लिये पास लाना इंटरव्यू के लिये, यह सब काम करने के लिये एक और आदमी रखा। वह सारी एप्लिकेशन्स को पढे और ऐकनालेज करे। ऐकनालेजमेंट मैंने अपनी गिरह से भेजा। जिस लड़के को मैंने रखा था उस का यह भी काम था कि वह जो लड़के इटरव्यू के लिये आते थे उन को रिसीव करने के लिये बम्बई सेंट्रल जाये, उन को डी० एस० के पास ले जाये, इंटरव्यू के लिये बुलाये और वापस भेजे।

Mr. Chairman: I think the hon. Member must conclude now. I have given him more than 10 minutes.

श्री ना० नि० पटेल : दो इंटरव्यूज हो गई। उस के बाद हर एक के मकान पर पास मैंने अपने खर्चे से भेजा। इस के बाद मैं डी० एस० आफिस के अन्दर कोई ए० पी० ओ० (२) के नाम से अफसर थे, उन के पास गया और कहा कि कितने आदमियों को काम पर रख लिया गया। उन्होंने कहा कि कैंडिडेट्स आते नहीं हैं। मैंने उन कैंडिडेट्स का नाम पूछा। मैंने लिखा कि कौन से आदमी नहीं आते हैं, उन नामों की लिस्ट तो भेजो। एक खत मैंने लिखा ११-१२-५८ को, उस का जवाब नहीं आया, दूसरा लिखा २२-१२-५८ को तो उस का जवाब यह आया :

"I am sorry I could not reply to your D.O. letter No.....dated... and subsequent reminder dated... as I was on leave. The relevant file is under dealing and no sooner this file comes to me I shall apprise you of the exact position of the case. Thanking you,....."

अभी तक मुझे पता नही है कि कितने आदमी लिये गये है। माननीय मंत्री महोदय से मेरी प्रार्थना है कि वे इस ओर कुछ ध्यान दें। उन के अन्दर तो शेड्यूल्ड ट्राइब्ज के लिये शुभ कामना है, वे चाहते हैं कि उन को काम पर रखा जाय, लेकिन जो उन का ऐडमिनिस्ट्रे-शन है वह इस पर अमल नही करता है। मैं चाहता हू कि वे इस का कुछ इन्तजाम करे।

17.09 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 4, 1959/Phalguna 13, 1880 (Saka).

[*Tuesday, March* 3, 1959/*Phalguna* 12, 1880 (*Saka*)]

ORAL ANSWERS TO QUESTIONS— COLUMNS 3865—3905

S.Q. No.	Subject	Columns
821	Raw film factory.	3865–68
822	Productivity Team.	3868—71
823	Surgical instruments and appliances	3871—73
825	Violation of Cease-Fire Line	3873—76
826	Processing and Printing Machinery	3876—78
827	Synthetic rubber plant.	3878—81
828	Indians kidnapped by Pakistanis.	3881—85
830	Metalliferrous Mines Regulations	3885—86
831	Closure of Mahalaxmi Cotton Mill, West Bengal	3887
833	Meeting of E.C.A.F.E. at Bangkok.	3888—90
835	Code of Discipline	3890—92
837	All India Handloom Board	3892—97
840	Swing Credit..	3898
841	American Capital investment	3899—3902
842	Trade position with Iraq and Iran.	3902—05
843	Industrial Utilization of alcohol.	3905

WRITTEN ANSWERS TO QUESTIONS. 3905—63

S.Q. No.	Subject	Columns
824	Mineral Advisory Board.	3905
829	Import Licences to Silk Mills	3906
832	Export of hosiery goods	3907
834	Trade Centres	3907—08
836	Facilities for Indian nationals abroad to learn mother tongue	3908—09
838	Powerlooms in Bombay State	3909
839	Egyptian Tea Delegation	3909
844	Tea Stocks	3910–11
845	Mill-made cloth	3910
846	Urdu and Bengali films	3912
847	Block Advisory Boards	3912
849	Sheduled Caste occupants of evacuee properties.	3912—13
850	Pipe manufacturing plant.	3913
851	Relaying Stations at Visianagaram and Kurnool.	3913—14
852	Shortage of tyres and spare-parts.	3914

WRITTEN ANSWERS TO QUESTIONS—*contd.*

S.Q. No.	Subject	Columns
853	*Pashmina* Industry in Kashmir	3914—15
854	Sindri Fertilizers and Chemicals (Private) Ltd.	3915
855	Industrial Disputes Act.	3915—16
856	Indian Jute Mills Association	3916
857	Fountain pens and razor blades	3916—17
858	Employees' Provident Fund Act, 1952.	3917—18
859	Iron ore	3918
860	New industrial units.	3918—19
861	Fertilizer Plant at Bhilai	3919
863	Damages to Indian and Japanese property during War.	3920
864	Nehru-Noon Agreement.	3920–22
865	Cloth production	3923
866	Indian Children in South Africa.	3923–24
867	M/s. Firestones and Dunlops	3924–25
868	Employees' State Insurance Scheme	3925
869	A.I.R. coverage of Congress Session at Nagpur.	3925
870	Accident in Saunda Colliery.	3926
871	Motor-tyres.	3926–27

U. S. Q. No.	Subject	Columns
1192	Housing for industrial workers	3928
1193	Surgical goods.	3928–29
1194	Companies in Punjab	3929–30
1195	Exports to U.S.A..	3930
1196	Training of Indians in atomic energy in U.S.A.	3930–31
1197	Labour Co-operative Societies in Bombay	3931
1198	Educated unemployed in Bombay	3931–32
1199	Pilgrims	3932
1200	Production of heavy water at Sindri.	3933
1201	Textile mills in Rajasthan.	3933
1203	Cottage industries in Bihar	3934

WRITTEN ANSWERS TO QUESTIONS—contd.

U.S.Q. No.	Subject	Columns
1204	State Trading Corporation	3934
1205	Kolar Gold Field Mines	3934–35
1206	State undertakings	3935–36
1207	Survey in rayon factories	3935–36
1208	Ambar Charkha Centres	3937
1209	Holiday homes in U.P.	3937
1210	17th Indian Labour Conference.	3937–38
1211	Central Implementation and Evaluation Committee	3938–39
1212.	Rayon and Silk Export Promotion Council.	3939
1213	Coal Mines Provident Fund.	3939–40
1214	Wage Board for Cotton Textile Industry	3940–41
1215	State Trading Corporation of India (Private) Ltd.	3941
1216	Co-operative Sugar factories	3941–42
1217	Shrines in Pakistan	3942
1218	Handloom Co-operatives in U.P.	3942–43
1219	Refractory and brick factories in Kashmir.	3943
1220	Competition on printing and designing	3943–44
1221	Repayment of loan to U.S.S.R.	3944
1222	Contracts and agreements	3944
1223	Rubber plantations	3944–45
1224	Occupational field reviews	3945
1225	Ejection of displaced persons from Mikir Hills	3946
1226	Praga Tools Factory	3946–47
1227	Bhoodan in Himachal Pradesh	3948
1228	Cloth production in Bombay State	3948
1229	Non-conventional timber for Government buildings	3947–49
1230	Indians for foreign countries.	3949
1231	Displaced persons in Punjab	3949–50
1232	Land for rehabilitation	3950–51
1233	Textile mills in Madhya Pradesh	3951–52
1234	Chinakuri Colliery Disaster	3952
1235	Foreign exchange for automobiles.	3952–53
1236	Small Scale industries in Kerala State.	3953–54
1237	Export of plastic hardware and engineering goods to Aden.	3954
1238	Chinakuri Colliery Disaster	3954
1239	Punjab cotton	3954–55
1240	Welfare Extension Projects	3955
1241	Pilot scheme for educated unemployed in Punjab	3955–56
1242	Rehabilitation colonies in Delhi	3956
1243	Assistant Salt Commissioner, Brahampur (Orissa)	3956–57
1244	Stoppage of work at Calcutta Dock	3957–58
1245	Manufacture of clocks and watches	3958
1246	Trade Promotion Organisation in Europe	3958–59
1247	Supply of copper and zinc quotas	3960–61
1248	Cement factory, Bangalore	3961–62
1249	Export of shellac, seedlac and crudelac	3962
1250	Home for rehabilitation of unattached displaced women	3962–63
1252	Punjab Cloth Mills, Bhiwani	3963

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE 3964–66

Shri A. M. Tariq called the attention of the Prime Minister to the outcome of the recent talks held at Karachi between India and Pakistan on the outstanding border disputes between the two countries.

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon) made a statement in regard there to.

AMENDMENTS BY RAJYA SABHA AGREED TO 3966–67

The amendments made by Rajya Sabha to the Cinematograph (Amendment) Bill, 1959, as passed by Lok Sabha, were taken into consideration and agreed to.

COLUMNS

RAILWAY BUDGET— GENERAL DISCUSSION . 3967—4013

Further general discussion on the Railway Budget, 1959-60 continued. The Minister of Railways (Shri Jagjivan Ram) replied to the debate and the discussion was concluded.

DEMANDS FOR GRANTS (RAILWAYS), 1959-60 . 4013—4116

Discussion on Demands for Grants in respect of Railways commenced. One hundered and Fiftv-six cut motions on Demand No. 1 were moved. The discussion was not concluded. . . .

AGENDA FOR WEDNESDAY, MARCH 4, 1959/PHALGUNA 13, 1880 (Saka)

Further discussion on Demands for Grants in respect of Railway Budget, 1959-60.